

D-DAY MINUS TWO . . .

With two issues to go before June's massive catalogue of D-Day events, reminiscences from veterans are still pouring in. We will be making full use of them in three special FREE supplements in May, June and July — so order your copies now to avoid disappointment.

Meanwhile, thanks to 'Invasion Wren' Jenny Hamilton of Wimbledon for the knitted dog — one of 200 the girls serving at Portsmouth 50 years ago were asked to make to help raise funds for the Red Cross.

"My craziest duties at that time were trips ashore to convince

Portsmouth shopkeepers they didn't need the wool substitutes they sold on coupons," she recalls.

'Rex' was made from the original D-Day pattern in Home Notes magazine — and militarised by PO(Phot) Jan Brayley using his son Toby's Action Man equipment . . .

See Page 3 for a D-Day update.

Also inside:

- Sweet and sour in Hong Kong — HMS Tamar special feature (centre pages).
- Talking Turkey — HMS Montrose in Istanbul (page 17).
- Two pages of winter sports (pages 28-29).

RFA TAKES TO THE TASK



As Royal Navy Sea Harriers helped protect the UN relief convoy into the Bosnian town of Maglaj — the first for five months — three RFA landing ships were diverted to assist in the deployment of extra troops to the former Yugoslavia.

RFAs Sir Tristram, Sir Galahad and Sir Bedivere were taking part in the major amphibious exercise Royal Dawn in Scottish waters when the summons came.

They moved down to the military port of Marchwood on Southampton Water to load up with troops, stores and vehicles — including Saxon armoured personnel carriers — which they had all delivered to the Croatian port of Split within a fortnight.

In all, the Royal Fleet Auxiliary was last month devoting 30 per cent of its strength to operations in the Adriatic.

● **RFA RESOURCE** has been at Split since November 1992, acting as a 'field' supply depot for the Army. She is soon to be relieved by RFA Fort Grange.

● **RFA SIR GERAINT**, also based at Split since last Octo-

ber, is providing temporary accommodation for Army personnel based in the port area.

● **RFA FORT AUSTIN** has a major role in operating the 'Air Head' link from Bari in Italy, receiving high priority stores and mail from the UK and passing them onto the RN Task Group.

● **RFA OLWEN** has been in the Adriatic since January. Beyond her prime function of supplying the Task Group with fuel, water and limited stores, her ability to operate and support Sea King helicopters adds to the flexibility of RN air operations.

THREE-STAR LEVEL

Navy News has won three awards in the 1993 Editing for Industry competition of the British Association of Industrial Editors — making a total of 65 racked up since it first entered in 1972.

In all that time not a year has passed without success in an increasingly competitive contest — a unique achievement, we are assured.

An Award of Excellence was made in the class of Best News Story for Navy News' report of a double drugs bust effected by HMS Avenger and HMS Active towards the end of last year.

Certificates of Merit were gained for picture editing — and for a feature detailing the historical background of the Battle of the Atlantic commemorations at Liverpool.



● Above: Sea King helicopters of 849 (foreground) and 820 Naval Air Squadrons (rear) in a flying display for members of the House of Commons Defence Committee visiting HMS Ark Royal in the Adriatic.

● Right: bound for Bosnia — Saxon armoured personnel carriers in white UN livery are loaded into the RFA landing ship Sir Bedivere at Marchwood military port.



Massed bands go with a swing

A cold day in Cologne saw the volunteer bands of HMS Heron, Seahawk, Dryad and Collingwood 'warming' up the locals with a concert in front of the city's famous cathedral.

For the past seven years the bands have been invited by the Domstader German band to take part in the Cologne Festival.

Augmented this year by Royal Marines from BRNC, FOSNI, CINCFLCET and FO Plymouth they spent five days in Germany taking part in four carnival processions including the main Rose Monday event which was attended by one million people and during which the band marched 35km in temperatures ranging down to -4°C!

● Vice Admiral Sir Neville Purvis, who handed over the 'baton' as president of the RN Volunteer Band Association, met with a surprise as he finally left the MOD.

To mark the occasion of his retirement from the Navy a 30-strong volunteer band from the Portsmouth area was smuggled into the building to play him out in style.

Yacht clocks up the miles



She's put in quite a few miles since 1954 — HMY Britannia that is! — and on passage from Belize to the Cayman Islands she notched up her one millionth mile, an occasion celebrated in the engine room by The Queen, Duke of Edinburgh and Admiral Bob Woodward Flag Officer Royal Yacht (left).

The original 12,000 horsepower Parma Trader steam turbine engines, made by Parson/NEI when the Queen launched the Royal Yacht in April 1954, are still in place one million miles and 40 years later.

Since her launch Britannia has supported the Queen during 83 state visits, the most recent to Belize, Cayman Islands, Jamaica and the Bahamas. An increasingly busy part of the Royal Yacht's programme is the undertaking of Sea Days or major commercial seminars to further British interests — last year she was away from her base port of Portsmouth for over 200 days and carried out ten such commercial days.

After her nine-week deployment to the USA and the Caribbean HMY Britannia returned home last month.

Nottingham is proud to fly the flag



Cdr Ian Moncrieff and his "band of merry men" were suitably impressed when they were presented with an alternative ensign on the bridge of HMS Nottingham.

The Type 42 destroyer has always been proud of the strong links with her namesake city and were honoured when the chairman of Nottingham City Council Mrs Nellie Smedley and her deputy Mrs Louie Bean suggested the ship should "fly the flag" during their forthcoming deployment to the Adriatic as part of the Nato Standing Naval Force Atlantic (STANAVFORLANT).

The CO and the ship's company are now looking forward to the first opportunity to show off this fine flag.

HMS Nottingham proved her multi-role capability recently during a week of intensive ASW training at Portland with a course of students from HMS Dryad.

The course of three student PWO(U)s and three ACs were given sea experience and training under the guidance of Lt Cdr Jim Witton and CPOAC Topping from HMS Dryad.

● Above: Cllr Nellie Smedley and Mrs Louie Bean present the new flag on the bridge of HMS Nottingham.

Masters of the 'Rolls'

HMS Quorn, the Rosyth-based Hunt class mine countermeasures vessel, has won the Rolls-Royce FD 12 Trophy.

The trophy, which is a replica of the Spirit of Ecstasy, was presented to Commodore Minor War Vessels and Diving, Rosyth, by Rolls-Royce and is awarded every six months to the ship which maintains the best standard of generator maintenance.

HMS Quorn, during the second half of 1993, did just that, achieving over 3,000 hours of relatively trouble-free running which amounts to 98 per cent availability of all generators.

During this period the ship carried out a busy programme as part of Standing Naval Force Channel, spending much of her time abroad and away from base support.



ARMY DAYS

During HMS Sheffield's deployment to the Adriatic in support of UN forces in the former Yugoslavia, close ties with the Army ashore were established.

Taking full advantage of every opportunity the ship sent three batches of volunteers to units in various areas of the war-stricken country, including the 1st Battalion Coldstream Guards based on the front line at Vitez.

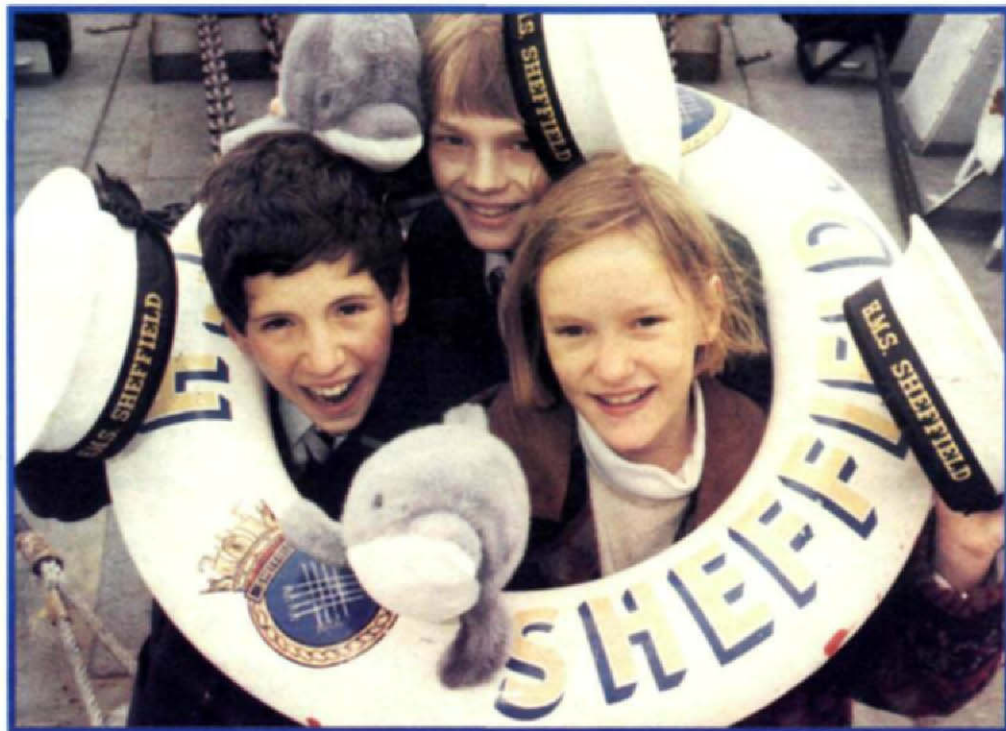
Overture to Dolphin opera

More used to hosting Sods' Opera than Grand Opera, HMS Drake looks set to rival Covent Garden and La Scala, Milan, by providing the venue for a new musical production, "Arion and the Dolphin".

The event, launched on board HMS Sheffield last month, is a unique collaboration between professional opera singers, musicians, teachers and students in the south west and culminates in five performances in HMS Drake's Drill Shed from June 14-19.

Tickets are now on sale from the Theatre Royal Box Office, Plymouth (tel. 0752 267222).

Among local schoolchildren who attended the launch on board HMS Sheffield were, from left, Dominic Smith, Andrew Parish and Shonagh Blackmore.



Operation D-Day gets rolling

Viscount Cranborne — the Government Minister heading up the D-Day Commemorative Programme — launched a D-Day Roadshow in London last month.

It will visit nine more cities over the next two months, winding up in Portsmouth on 2-3 June.

The mobile trailer exhibition recalls the liberation of Europe by highlighting the part played by Britain as a whole — and the regions in particular.

The free show is open to the public at each location between 9.30am and 5.30pm.

The dates are: Plymouth, 31 March-4 April; Cardiff, 13-15 April; Belfast 22-24 April; Norwich, 29 April-1

May; Coventry, 4-6 May; York, 11-13 May; Liverpool, 20-22 May; Glasgow, 27-29 May; Portsmouth 2-3 June.

A special Veterans Centre will be housed in a huge marquee on Southsea Common during the D-Day commemorations there.

It will provide a place where D-Day veterans can congregate with their families to seek out relevant information — and with the 'Vetsearch' bank of networked computers hopefully meet up again with wartime friends.

A D-Day information office is being set up for veterans wishing to register in advance or obtain details of events. Tel 0705 814800.

Build-up

A major International All Services Event to mark the anniversary of the build-up to D-Day along the South Coast will be held at Royal Victoria Country Park, Netley in the presence of The Duke of Edinburgh on May 27.

The Duke will afterward board HMY Britannia for a Review of a mass of shipping drawn up in Southampton Water, the Solent and Cowes Roads.

There will also be a fly-past which will include a Swordfish and a Spitfire and many other aircraft, ancient and modern.

All D-Day veterans will be admitted to the Netley event free of charge. For others wishing to attend the charge is £6. Tel 0703 285698 for further details.

Likewise, D-Day veterans are invited free of charge to attend a 'Royal Marines on D-Day' seminar organised by the RM Historical Society at the RM Museum, Portsmouth on June 1 at 6.30pm. Contact Bill Mansell at 17 Brent Court, Emsworth, Hants PO10 7JA for details. The charge for non-veterans will be £4.50.

'Hellfire Corner' parade

A parade in Dover on September 26 will mark the 50th anniversary of the end of 'Hellfire Corner' — more than four years of bombing and shelling across the narrow Straits of Dover.

This will be the highlight of the 'Frontline Britain '94' commemoration, of which Countess Mountbatten and Sir Edward Heath are patrons.

A Frontline Britain Medal is being struck, to which veterans who served in East Kent, flew over East Kent or sailed through the Straits are entitled.

Anyone who served in AA units against the 'V' weapons in the summer of 1944, evacuated from Dunkirk or assisted in the defence of Calais may also apply.

A memorial is to be unveiled at the Dover parade and a parade is also being held at Calais on 30 September to mark the anniversary of the town's liberation.

Further details from Frontline Britain '94, 107 Mongeham Road, Great Mongeham, Deal, Kent CT14 9LJ.

Sea Cadet dinner

The Duke of York will attend a dinner in aid of the Sea Cadet Association in the Painted Hall, RNC Greenwich on June 10.

Tickets are £75 and there will be river transport for the first 250 applicants. Tel 071 928 8978 for further details.



'I've done my bit . . .'

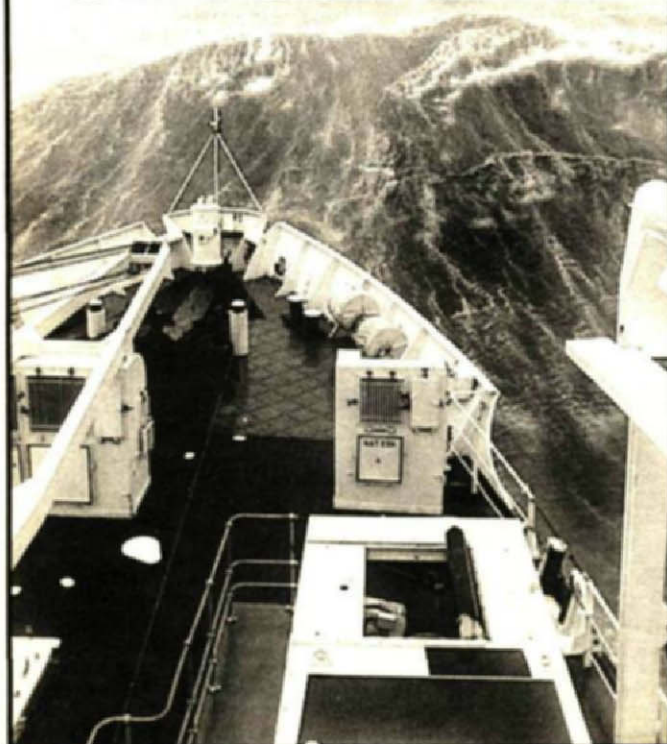
Four-year-old Debra Chapman had a fit of the giggles after shyly presenting The Duchess of Kent with a bouquet at the rededication of HMS Brecon at Rosyth.

The Duchess, who launched the Hunt Class mine counter-measures vessel in 1978, later cut the rededication cake assisted by the youngest member of the ship's company, AB Diver Barney Bairstow.

HMS Brecon has just completed a major refit at Rosyth and is expected to rejoin the Portsmouth-based Second Mine Countermeasures Squadron in June.

Her commanding officer is Lt Cdr The Hon Michael Cochran, whose ancestor Admiral Lord Cochrane gave his name to the naval accommodation base at Rosyth, HMS Cochrane.

Christinaki — Herald hunted in vain



These pictures from HMS Herald show the severity of the storm in which MV Christinaki was lost with all hands 300 miles SW of Lands End.

Hitting heavy seas and winds up to 70 knots, HMS Herald was 'pooped' and suffered damage to her hanger, flight deck guard rails and quarterdeck a few days out from Plymouth in the mid North Atlantic.

The severe storm and intense depression (950mb) to the SE of Ireland forced her to turn south and run before the storm after she took in water which got as far as the Wardroom flat.

She then received a distress call from the Christinaki and turned towards her last reported position 300 miles SW of Lands End.

A day-long hunt for the vessel with the bulk carrier



MV Tirol and an RAF Nimrod found only wreckage, two empty liferafts — see

above — three sea survival suits and a fragment of lifeboat.

IN BRIEF

This year's International Wooden Boat Show at the National Maritime Museum Greenwich from June 2-5 will feature the Sir Ernest Shackleton, the boat which in January re-enacted the great explorer's epic 1916 voyage across 300 miles of freezing Antarctic ocean from Elephant Island to South Georgia.

A wide selection of oils and watercolours makes up the most comprehensive maritime pictures sale ever held at Christie's on May 5, followed on May 6 by "the most important collection of Scrimshaw ever offered at auction."

□ □ □

Volunteers are wanted by the Trireme Trust to help man the 170 oars of a full-scale reproduction of an ancient Greek warship during her summer cruise at Poros from 11-31 July. Cost £175 — no experience necessary. Tel: 0491 612411 for details.


Drafty
Women's sea service co-ordination


SHORTAGE OF FEMALE RELIEFS — Seven ships go back to male manning

A strange title for Drafty's Corner — for this could well be the first women's column in Navy News. And just to show how even handed NDD is, written by a man.

In 1992 it was decided that the co-ordination of women at sea would be transferred from the MOD to Centurion where it would become part of the normal day-to-day business of drafting.

Therefore in February 1993, the first (and present) incumbent moved in and set up shop. Primarily tasked with ensuring that the ships of the Fleet are manned with the most effective mix and appropriately trained male and female ratings, the task appeared at that stage, relatively easy.

In addition to this, the other aspect which required close scrutiny was that of compiling maternity statistics for answering the numerous Parliamentary Questions, and a central point of contact for pregnant women and their ships/establishments to seek advice on the often complicated Maternity Rules and regulations which first came into force late 1990.

These regulations have been revised several times and the latest edition is dated September 1992. The long awaited Joint Services DCI updating

the Maternity Leave arrangements has yet to be agreed and finalised.

Since the decision was made allowing women the right to serve at sea alongside their male counterparts, the programme of ship conversions progressed well with some 34 ships now being capable of carrying various mixed manned combinations (not necessarily all together) of Officers and Senior and Junior Ratings of all branches.

Short notice

As many readers will know, not all of these are actually mixed manned. The current number of ships carrying female Senior and Junior Ratings is 28 with Captain Naval Drafting making the effort to utilise this accommodation as soon as conversion has been completed.

The past 12 months have seen some problems slowly develop within the manning programme, the major one being a lack of female personnel eligible for sea service in both the Operations (Warfare) and Engineering Branches.

This is primarily caused by current low recruiting of both men and women necessary to

bring the strength of the Navy into line with the Requirement, even though about 50 per cent of the reduced number recruited this year will be women.

The female sea bill has a large element of First Sea Draft ratings and the numbers are directly dependent on recruiting levels.

This lack of numbers is magnified even more when ships require female reliefs either during normal course of drafting or in an emergency situation and none are available.

A frequent question asked by NDD is "Can you take a male relief instead?" In general the response is "Sorry, no spare male accommodation available." the result is the ship will be gapped until a female of the correct branch becomes available.

It is obvious that this situation could not be allowed to continue. Therefore, after detailed calculations and discus-

sions with Cinclift several options were outlined on the way ahead.

The result is that between July 1994 and March 1995, a total of seven ships will revert to male manning only, although the option will be available to retrospectively mix man again when female numbers available for sea recover.

By the time this article is published, those ships concerned will have been informed.

Low recruiting

This will be a turbulent time for those involved and some individuals will have to be through drafted at short notice, with additional shore training in between sea drafts where necessary.

We will do our best to minimise the effect on individuals but some impact is unavoidable.



All at sea on maternity?

Although the rules are relatively complicated due to the legal aspects, they are easily explained and any questions on entitlements for both officers and ratings should be directed to the WSSC desk in Centurion.

As in all aspects of life, there are many horror stories circulating, some of which bear little resemblance to the truth. Ring the WSSC for the true position — in many cases worries or misunderstandings can be quickly dispelled.

Remember that when you return to work after maternity leave, you have the same commitments as when you left, ie a woman with sea service liability keeps that liability when she returns to work, whilst those who have no sea liability retain that right on their return.

This similarly applies to those concerned by the recent raising of the minimum height for joining the Service. If you joined the Service under the previous height regulations then your return to work is not affected by the new rules.

Some other points to remember. When your pregnancy is confirmed by the Medical Officer you should be given an "Advice to pregnant Service-women" form for your retention, and in addition the doctor will also give you an FMED 790, which formally confirms your pregnancy and will also state the expected week of confinement.

The original of this form must be sent to Centurion for NPP(Acs) 2B(iv) for surnames A-I and 2B(v) for those J-Z.

At approximately 14 weeks before your baby is due your civilian doctor or midwife will provide you with a DHSS form MAT B1: the original of which

after the birth of the child and then not until asked for, consequently the payment of SMP has been delayed.

Remember, these are your entitlements by law, but returning the forms is your responsibility to ensure that you receive payment on time.

NDD will do all it can to make the return to work after the birth of your baby as easy as possible, but you have to follow standard drafting procedures.

You do not initially have to inform us of the date you wish to return; however, you are required to give us at least three weeks notice of that date.

You should always bear in mind when making this decision, that the more notice your Drafting Officer receives the greater the chances of achieving your wishes for a first preference draft although, of course, like any other draft, this cannot be guaranteed.

THE WSSC TEAM

Lt Cdr Pierre Bale, Ext. 2648. (He's it.)



must also be sent to the same department in NPP Accounts.

The MOD is responsible for paying your Statutory Maternity Pay (SMP) whether you are leaving the Service to have your baby or returning to work afterwards. Therefore, without the original MAT B1 the DHSS qualification rules cannot be met and hence SMP will not be paid.

Numerous times these forms have not been forwarded until

DON'T FORGET BABY...

Drafting preference forms — the age old chestnut from CND. Although as Women's Sea Service Co-ordinator I do not draft you, I frequently access the drafting computer for various pieces of information.

It is very obvious that some details held on the computer are incorrect. Remember to update your C230 on change of circumstances.

Good examples of this are when you get married (in addition to the normal next-of-kin form change) or when you have a baby.

Your Drafting Officers, despite what you may think, do not have a crystal ball nor can they work miracles based on information that was correct 12 months ago, but now is out of date. Please help us to help you.

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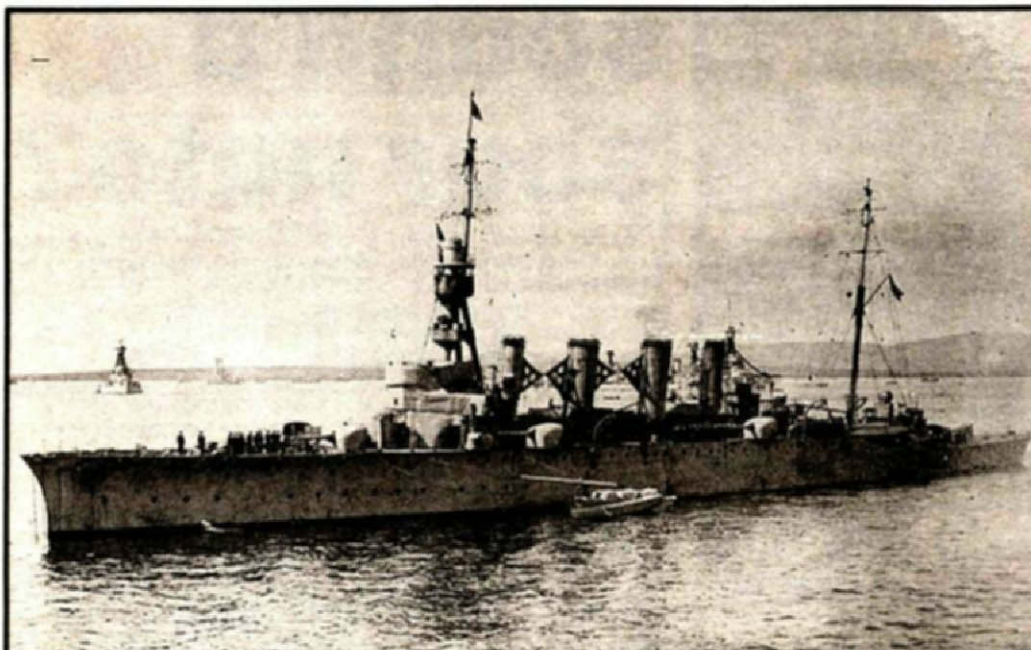
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Clockwise from top left — the first, second and present ships to bear the name HMS Birmingham.



FACTS AND FIGURES

Laid down: March 22 1972. Launched: July 30 1973 by Lady Empson at Cammell Laird, Birkenhead. Commissioned: December 3 1976. Pennant no: D86. Length: 412 feet. Beam: 46 ft. Displacement: 4,000 tons. Propulsion: 2 x 25,000 bhp Rolls-Royce Olympus gas turbines for full power and 2 x 4,250 bhp Rolls-Royce Tyne gas turbines for cruising. Controllable pitch propellers on each of the two shafts for manoeuvring. Speed: in excess of 28 knots. Range: 4,000 miles at 18 knots. Helicopter: Westland Lynx HAS 3. Ship's motto: Forward.

Workhorses of WW 1 & 2

Two cruisers previously bore the name HMS Birmingham and they saw service through the First and Second World Wars respectively. Though they saw plenty of action, both survived the conflict only to be scrapped later.

The second ship, however, spent a year in the U.S. having her bows rebuilt after being torpedoed in the Mediterranean.

The first HMS Birmingham was built on the Tyne by Armstrong Whitworth and completed in 1914. She attained fame early in the war by ramming and sinking the German submarine U15 on August 9 1914. This was the first submarine sunk in the war; hostilities had commenced only days before.

This ship went on to win three battle honours — for her service at Heligoland Bight, Dogger Bank and Jutland.

The second HMS Birmingham, a Southampton class cruiser mounting 12 six-inch guns, was built in the Royal Dockyard at Devonport and completed in 1937. She was unique in her class, having a different bow from her sister ships.

This Birmingham was also in action early in the war, winning the battle honour Norway for her activities in northern waters in 1940. Later she saw service in the South Atlantic, Indian Ocean, and the Mediter-

ranean before supervising the German naval surrender at Copenhagen.

After extensive modernisation she sailed for the Far East in 1952, and when the Korean war was at its height spent many days patrolling off the coast in support of army units ashore.

One of these units was the First Partisan Infantry Regiment, a South Korean unit with American officers. It captured an anti-tank gun on one raid and presented it to HMS Birmingham. The gun is now on permanent loan to the Armoury Museum, Fort Nelson.

POSTCARDS of Ships of the Royal Navy are obtainable at 65p each (minimum order £1.95) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards is priced at £7 and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10.50/foreign £12. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1956.

FORWARD WITH BIRMINGHAM

Currently engaged on Adriatic operations as a member of the Standing Naval Force Atlantic (see also page 27), HMS Birmingham is one of the Royal Navy's Type 42 destroyers — backbone of the Fleet's anti-air warfare forces.

The 42s are also equipped to deal effectively with surface and submarine targets. Powerful, cost-effective platforms for the RN's latest weapon systems, they were well proven in battle — in the South Atlantic in 1982 and the Gulf in 1991.

HMS Birmingham, second Type 42 destroyer to be built, was laid down in 1972 and commissioned in 1976. She served as Admiralty Board Flagship for the Silver Jubilee Review the following year.

After her first 250,000 miles she had her mid-life refit, emerging with new engines and major enhancements to her weapon and sensor fit. Since then she has deployed to the West Indies, USA, Gulf of Oman and Europe and taken part in many NATO and international exercises. Ongoing updates to her equipment fit ensure her effectiveness is maintained.

Primarily an area air defence ship, the Birmingham is fitted with the Sea Dart missile sys-

tem. The supersonic missiles are stored in a magazine below the twin launchers situated on the fo'c'sle. The system is reloaded by automatic hold, reducing the time that the ship is without air defence.

Also fitted is an automatic 4.5" Mark 8 gun, which can be used against aircraft and surface ships and was found to be particularly effective when used in the shore bombardment role during the Falklands War.

Should the Sea Dart and 4.5" gun fail to destroy an incoming target, Chaff decoy systems can be activated. The last line of defence is the Phalanx radar-guided gatling gun, a close-in weapon system. This is backed up by numerous visually-aimed, small calibre guns fitted abaft the bridge.

The ship's secondary, anti-submarine role uses the 2016 active sonar. Once the submarine has been located the Lynx ASW helicopter launches Stingray torpedoes. The Lynx can

also be fitted to carry Sea Skua missiles for use against small surface targets, or a general purpose machine gun. The helo's winching facility is invaluable for Search and Rescue tasks.

A full internal and external communications and navigation fit including satellite link complements the weapon systems and fulfils the need for accurate and rapid action information. In action, the Birmingham is fought from the operations room, utilising the main computer to handle the large volume of data available.

HMS Birmingham has a ship's company of more than 280, each an expert in his own field. Accommodation on board is air conditioned and comfortable — if somewhat confined. The ship has a well equipped sick-bay. Recreation at sea is provided by films, television and a well-stocked library. Day to day necessities can be bought from a small Naafi canteen.

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Letters

NN

Minor class for major warships

I am a 14-year-old reader of your newspaper and after reading the review of 'Navies in the Nuclear Age' (February issue) I feel I ought to make some comments about ship classification.

I feel the current system of classification is outdated and in a way misleading. It seems as if we are downgrading our ships by their classifications.

Take a look at two types of ship — A Type 42 Destroyer — a fairly powerful ship with one twin launcher for 22 SAMs! It also has a deck gun and a multitude of smaller weapons. It also carries a small helicopter.

Now take a look at a Type 22 Batch 3 — a large ship with two sextuple launchers for SeaWolf (albeit a short range missile) and eight launchers for Harpoon. It also has a main gun and smaller weapons. But it can carry two helicopters.

Yet it is classed as a frigate! Historically frigates have always been small, but this one is one of the largest vessels (excluding carriers and submarines) in the fleet.

Could we not go back to the pre-war system of tonnage rather than role for classification — e.g. 6-20,000 tonnes = cruiser; 6-4,000 tonnes = destroyer; 4-2,000 tonnes = frigate etc?

At least we are not as varied as the Americans in these matters. In the 1970s some of their nuclear powered vessels were frigates, in the 1980s they were cruisers!

And if role determines type, how come the Common New Generation Frigate (CNGF) is optimised for air defence yet called a frigate?

It will no doubt get worse. Next thing we know the 10,000 ton, 200m long ship with a weapons fit more powerful than that of the Kirov will be a corvette! — James Waller, Bristol

Parity plea for widows

There are 38 war widows in this country who are classed as New Zealand widows — and all they receive as their pension is £36 a week, which is standard in New Zealand.

But a New Zealand war widow resident in New Zealand receives many additional benefits.

These ladies, all British citizens were also married to British men — who just happened to be working in New Zealand at the outbreak of World War II.

They decided it was their patriotic duty to enlist locally at once rather than wait several weeks to return home. The result was that they fought and died for King and Country — but their widows are treated as foreigners.

To give them parity now would cost probably less than a total of £100,000 — which of course will reduce over the next few years, bearing in mind the ages of these ladies.

While it may well be legally correct, how can it be morally justified to deny them this small benefit? — J. H. Hoffman, War Widows Association of Great Britain.

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

MR WONG'S WASHDAY BLUES

We, the unofficial Chinese laundrymen, have been serving in the Fleet for over 50 years. We are aware of the ongoing changes in the Royal Navy, especially in the ships' laundry, starting with laundering by hand, and drying clothing in the engine room, to the present day when the work is done by modern machinery. The principle has, however, not changed: hard work based on the rule of 'no work, no pay'.

Our loyalty and responsibility have also been deeply confirmed. Four laundrymen died, including two in the RFAs during the Falkland conflict. We wear our medals with honour and pride.

Nothing can now change the fact that HMS Tamar will close in mid 1997. This means that we are going to lose our jobs. The problem that we are now facing is: can some laundrymen aged over 40 who have been working in the Navy for over 15 years adopt a new life once they have lost their jobs; or must they earn their living starting from the bottom of the ladder once more? Their Long Service Medals cannot give them food, but will only leave them embittered and sorrowful.

Recently, a ray of hope has appeared with the possibility of being registered as a British Citizen. This has encouraged many of us, and now three years on, some of us have had our applications approved and some are still waiting their turn of the lucky star.

A recent event had filled us with hope and happiness. We had set up a project regarding our future earlier this year. We had a plan to re-organise our system in order to secure our jobs without costing the government a penny, and we have the confidence to raise our excellent service to another, higher plane, but unfortunately, a wave of disappointment engulfed us when our contractors brought back the message from Tamar that, notwithstanding our plan, we would be told what our future is when it has been decided.

My dear gentlemen who have the power to decide our future, before you make your final decision, may we request a fair chance to enter the competition with the local laundry contractors? We deserve it! — C. W. WONG, HMS Argyle

The Second Sea Lord's office replies: That the Chinese unofficials in HMS Ships have been serving the Royal Navy loyally for many years is an acknowledged fact. None of us who have served at sea, especially in the tropics, has

envied the lot of the laundry crews.

The draw down from Hong Kong and the return of the colony in 1997 is a turning point, however, in the history of the manning of our laundries at sea. As recently as the late 1960s some ships had a Navy crew in the laundry — a situation we feel no one serving in a major surface war vessel would wish to see returning.

The return of Hong Kong to the People's Republic of China will have a major effect on the current labour force. At present everyone who serves at sea in one of HM Ships is security cleared. This includes the Chinese laundry crews. Various agencies available to the Government, based in Hong Kong have been used to vet new and current employees.

These facilities will not longer be available to us after 1997. The inability to maintain clearance on the current laundry crews and clear new ones is one of the main reasons for us having to review our laundry practices.

In establishing a way forward, it became obvious that the laundry industry has moved ahead both in the design and use of equipment and in responding to the changes in legislation under the Food Safety and Health and Safety acts. These are areas we cannot ignore.

Although yet to be formally approved, the most likely way forward will be in establishing a Government-owned Contractor-Operated Laundry (GOCO). Simply put, pusser will own the equipment and a contractor will operate it; a more formal arrangement of what we have today.

The final step involved is finding a contractor to operate the system. Whoever the contractor is, they must be capable of providing staff able to work in ships, to the standard we (and the law) require, to an affordable price and who are capable of being security cleared. The Services have well established procedures in letting contracts — including other laundry services in Naval Bases and establishments.

Once the parameters for the contractor have been established, invitations will be invited to tender for the contract. Any organisation capable of meeting the requirements of the contract can bid for it.

Informal discussions have taken place with industry, interested companies and current Chinese contractors, all of whom have been provided with this same basic information.

The bottom line is that, if Mr Wong is in a position to meet the contract requirements and has the work force to run it satisfactorily, he can bid alongside anyone else.

Gongs that sound a sour note?

As an ex-serviceman, a member of the Royal British Legion and now a serving Police officer, I have noticed with interest the number of 'unofficial' commemorative medals currently being made available — such as the Arctic, Normandy, ex-POW, Bomber Command, D-Day Dodgers, Foreign Service and National Service medals.

The objections I have heard to these is that they are not earned and that they may cheapen the British award system.

But who would say that the recipient of an ex-POW medal, for example, had not earned it? There is obviously a demand for these medals, with the sale of the National Service Medal

alone raising over £110,000 for the National Poppy Appeal. Cheapen our system? Just the opposite, I would say.

Commemorative medals are not struck to decorate or deceive, but are a material reward when no official medal is issued.

I have both official and unofficial medals. However, not all peacetime servicemen and women are so lucky.

As a result of this, a number of ex-servicemen, now serving Police officers, have proposed the striking of a commemorative voluntary service medal, available only to those who have volunteered and served in the Armed Forces.

A well-known UK based firm of medallists have agreed to strike it as long as there is a demand. — PC K. Fowler, Nuneaton.

Thanks for caring Ark

We lost our son PO Allen Marsden in a tragic accident in HMS Ark Royal during her first Bosnia run last year. My wife and I feel we should tell you how wonderful the lads in 6P PO's Mess have been to us since then.

We have been on board at their invitation several times and were invited to their Christmas Ball with transport laid on from Bradford to Portsmouth and accommodation provided by an ex shipmate and his wife.

As we are both pensioners it was wonderful to be included in their activities.

The ships have changed over the years but the comradeship is the same as it was in my time — that will never change.

We'd like the lads to know we are thinking about them while they are away. God bless them all. — C. Marsden, Bradford.

Riding to a fall

Further to your correspondence on the RN salute, I well remember the story of the rating in Chatham Barracks, who while riding a bicycle down Sick Bay Hill, turned his head and eyes smartly to the left on passing an officer — and rode straight into the back of the garbage lorry, with fatal damage to the Regulating Office bike.

And the one about the AB messenger at Whale Island before the war, who was coasting along on his pusser's bike on an errand.

He was free-wheeling down a slope when he was spotted by a Chief GI — who put him in the rattle for 'idling while riding' contrary to Good Order and Naval Discipline. — I. Nethercott, Canvey Island.

NN Navy News

No. 477 40th year

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Hover held up as No1

Your back page article on the new hovercraft for the Royal Marines last month stated it was the first time members of the British armed forces had made operational use of them.

In fact, as early as 1964 the British had an Interservice Hovercraft Unit, set up in the Far East and from 1968 IHU was set up at home, following on from seven years of trials. Also 8905 squadron operated a hovercraft in the Falkland Islands for several years.

With Britain being the only country in the Gulf War without hovercraft, it is a welcome sight to see the four Griffon hovers returning hovercraft into commission. — W. Jacobs, Sec, the Hovercraft Society.

● Right: SRN3, the Interservice Hovercraft Unit's earliest hovercraft and the world's first military hovercraft, launched in 1961.



More power to their elbow

As the Type 23 frigate HMS Northumberland neared completion at Swan Hunters Tyneside yard, Northumberland County Council presented her with a set of Northumbrian small pipes.

The piper squeezes a bellows between the upper arm and body to fill the bag with air and the instrument has a lighter,

sweeter tone than the Scottish bagpipes.

"Keeping a constant note on the drones is the most difficult part — it requires a very steady pressure," says Sub Lt Jason Freeborn.

Jason is the first person on board to get to grips with it, anyhow — the plan is for members of the ship's company to play it on ceremonial occasions.



It's hot stuff!

A new 'hot fire' training simulator, the most advanced of its kind in the country, has been commissioned at the Naval Air Command Fire Training School at RNAS Culdrose.

Designed by the school's own staff and built by International Fire Training Equipment of Loughborough, it represents a quantum leap in training possibilities — and it is also very cost effective and environmentally friendly.

Earlier trainers have only simulated one type of aircraft — this unit can reproduce 15 different fire scenarios, ranging from an instrument fire in the mock-up cockpit to a full-scale engine and fuselage fire.

The system uses aviation fuel under pressure, producing a fine mist which when

ignited results in a far more intense fire burning only a fraction of the fuel — and giving off much less smoke.

Trainees can fight these more realistic fires using water instead of foam — and since much less fuel is used the clean-up operation will be much simpler.

The unit is the first of a family that will offer enhanced training for Fleet Air Arm fire fighters. Three more are expected to be in service by the end of next month, creating worldwide interest from both military and civilian organisations.

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Big job for little ships

Raging seas and biting cold winds gusting up to Force 10 did little to hinder the ships of the First Mine Countermeasures Squadron as they played an important role in this year's Joint Maritime Course off Scotland.

HMS Cattistock made a gale-lashed passage to Stornaway while HM ships Quorn, Cottesmore, Hurworth and Brocklesby rehearsed their tasks in the shelter of Loch Ewe.

At night deception tactics were trialled and in pitch darkness mines were hunted and dealt with. Naval divers approached the shoreline neutralising enemy ordnance while Royal Marines practised securing the beaches.

As HMS Fearless, Broad-

word, Cardiff and Avenger converged on the area support ships RFA Sir Galahad and HMAV Arakan moved into position for the combat phase.

The MCMVs then paved the way for a successful amphibious landing by 45 Cdo, the Commando Logistic Regiment plus French and Dutch Marines using hovercraft and landing craft.

In the first phase of the exercise 1,500 men from 45 Cdo, normally based at Arbroath,

and the First Battalion Royal Netherlands Marine Corps landed on Stornaway. Further landings were made on the mainland at Loch Ewe and in Southern Lewis as the land operations progressed, commanded by Commander 3 Cdo Brigade RM Brigadier David Pennefather.

Eight nations took part in the 18-day exercise which involved 27 ships from destroyers to tugs, five submarines, including HMS Superb, three hovercraft, 89 aircraft

and over 4,000 servicemen.

The build-up afloat and on shore in Ross and Cromarty saw a boom in the local economy. HMS Roebuck's Supply Officer, Lt Julie Dunthorne, stunned the proprietor of a corner shop in the remote Scottish hamlet of Altbea by ordering 800 pints of milk, 400 bread loaves and a large quantity of fresh vegetables.

"We were grateful for the Royal Navy's custom," said the enterprising owner, "but getting the fresh vegetables up here was a bit tricky!"

● Above right: HMS Brocklesby butts her way through the choppy waters of Loch Ewe.

● Above left: Council of war ... MCM1, Cdr Richard Bell-Davies, left, discusses operational tactics with the COs of HM ships Cottesmore (Lt Cdr HRH the Duke of York), Brocklesby (Lt Cdr Brian Archibald) and Quorn (Lt Cdr Martin Harriman).



Newcastle's 'purple days' down south

One of the most enjoyable aspects of HMS Newcastle's recent deployment in the Falkland Islands was the opportunity to "go purple" — taking part in events that recognised no real distinction between the Services (other than their social habits, of course!).

During "Crosspol" members of her ship's company went out on patrol with the Ghurkas, the resident infantry company, while many

of Newcastle's Radar rates visited radar sites of the Falkland Island Air Defence Ground Environment.

Numerous flights were taken in RAF aircraft and for the lucky ones there was the chance to experience the excitement of an F3 Tornado flight.

Determined to make the most of her South Atlantic deployment HMS Newcastle turned modest expectations into real achievements thanks to excellent training facilities available in the Falklands — live inshore naval gunfire ranges, towed surface gunnery targets and willing RAF aircrews who tested both the ship's systems and the ship's company.

● Left: Ghurkas from the resident infantry company are pictured with Surg Lt Bruce Powell, left, and AB(R) Nick Houghton during "Crosspol".

● Below: HMS Newcastle sails past an imposing glacier off South Georgia.



Navy News

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Divers hunt for king's treasure

One of the most important underwater searches off the British Isles since the quest for the Mary Rose is underway with the help of the Scotland Northern England and Northern Ireland Clearance Diving Unit (SNNICDU).

Based at Rosyth, the unit has been assisting an Edinburgh-based company with the location and possible recovery of Charles I's treasure barge, the Blessing of Burntisland. The barge was sunk half a mile from shore while carrying baggage across the Firth of Forth during Charles' first tour of Scotland as King and is believed to have been carrying a 280-piece silver dinner service commissioned by Henry VIII.

With the help of SNNICDU's divers and the mine counter-measures vessel HMS Cottlemore the company has located over 100 wrecks in the area. To date very little of significance has been found but with the aid of diving archaeological experts from the USA it is hoped the Blessing of Burntisland will soon be discovered.

This recent hunt for buried treasure is only one small part of SNNICDU's duties — the Explosive Ordnance Disposal and Diving Unit is responsible for the safe disposal of all types of munitions found below the high water mark in Scotland and Northern Ireland as well as northern England, above a line between the Dee and the Humber estuaries.

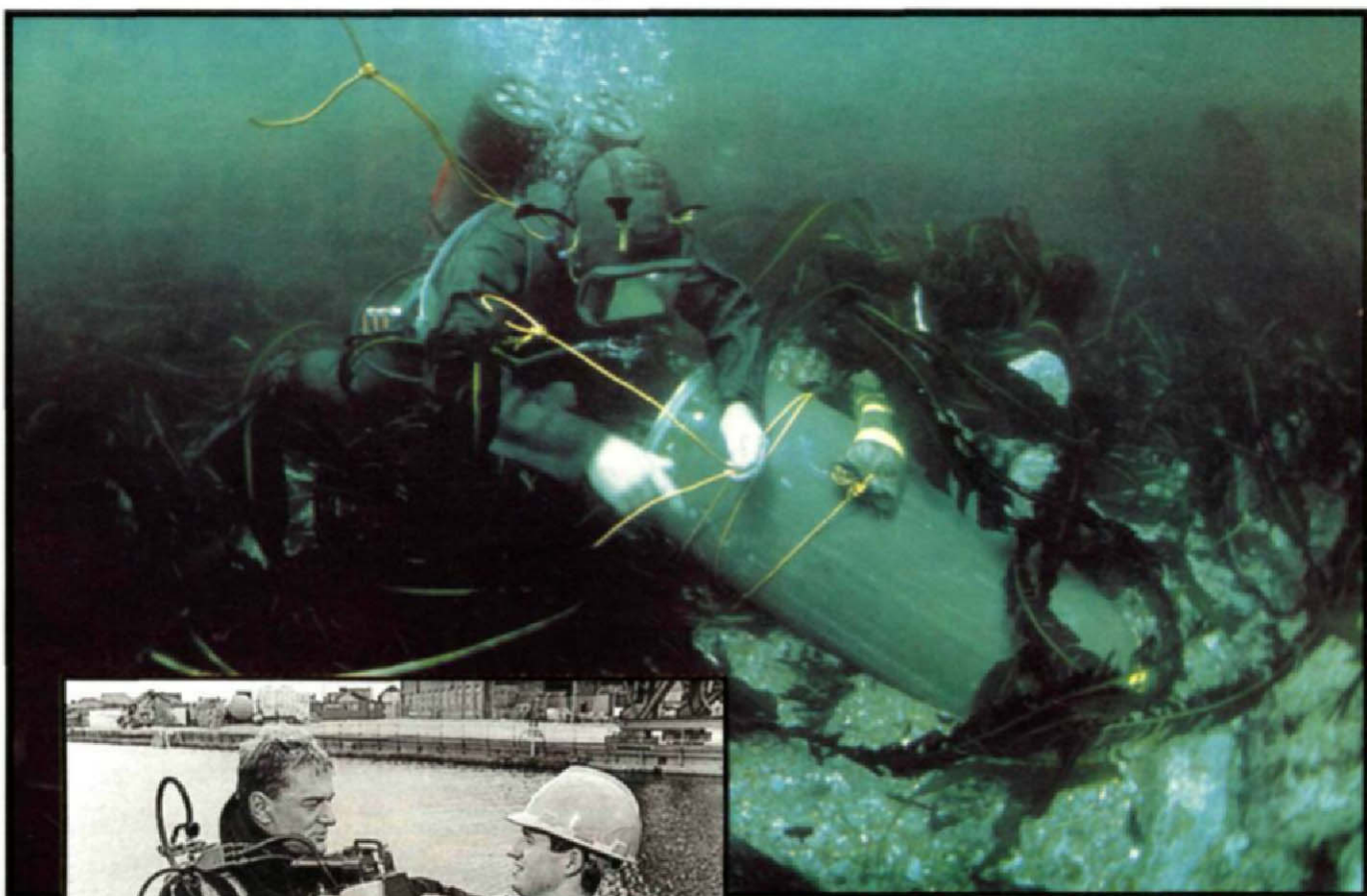
The 22 officers and men provide 24 hours a day, 365 days a year, coverage for any bomb disposal or diving task in their area of responsibility with call outs ranging from home made bombs and Second World War German mines to SAR diving in support of local police authorities.

One of the more auspicious tasks the unit carries out is

the ensign-raising ceremony on HMS Royal Oak. The ship lies in 20 metres of water in Scapa Flow, where she was sunk by U-47 on October 14, 1939, and every year on or around the anniversary of the sinking a small team of divers visit the war grave and raise an ensign on the port propeller shaft of the vessel.

Each year a team from the unit carries out a range clearance operation at the Cape Wrath bombing and firing ranges. Despite the sometimes horrendous weather and treacherous tidal streams this diving and bomb disposal task is one of the most rewarding the unit carries out.

Just off the bleak and wind-swept coast lies Garvie Island itself, a 200 by 30 metre rock which has changed very little over the years despite the continuous pounding it receives from 1,000lb bombs. Not all the ordnance hits its target and it is in the waters around the island that the main bomb disposal job lies. Last year, with underwater visibility up to 20 metres, the unit located and destroyed over 40 UXBs.



Last year the SNNICDU were on the leading edge of technology when they took part in the initial trials of a revolutionary diving helmet. The British Gas designed helmet, being tested by Lt David Ince and AB(D) Andy England, pictured left, incorporated a heads-up display and miniature video equipment built into a KMB17 Supalite diver's helmet allowing the diver to see relayed pictures or video of the task conducted underwater. Eight members of the team put the system through its paces in a variety of underwater engineering tasks ranging from Non Destructive Testing to pipeline construction. The trial was a great success and the "heads up" helmet will soon be available commercially.

● Above right: One of the team's divers places a charge on a UXB.

● Below: An impressive display as the unit detonate bombs at Garvie Island

● Bottom: The SNNICDU team at Rosyth.





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Lusty's trial of strength



HMS Illustrious has returned to Devonport after a successful set of refit trials, testing both equipment and personnel.

A large proportion of the ship's company joined the carrier after Christmas and for many this was the first time at sea in a CVSG. Additionally, much of the equipment was newly-fitted and although it had been set to work alongside, it had yet to be proved at sea.

Highlights of the week included the first deck landing, in nearly five years, of an aircraft on her deck and a rendezvous with HMS Ark Royal.

Adriatic work-up

The ship's company of HMS Illustrious was keen to get on deck to see her sister ship en route to work-up prior to sailing for the Adriatic. On completion of her own refit trials and work-up she will relieve HMS Ark Royal later in the year.

The Communications Department in HMS Illustrious have also been busy, raising money for charity. Battling against the elements they took part in a sponsored run from Plymouth to Portsmouth and raised £600 for Winchelsea School for Children with Special Needs.

● With HMS Ark Royal in the background LAs "Debbie" Renaldson and Steve Carroll await a green light to launch their own version of a Swordfish from the deck of HMS Illustrious.

End of Active's WIGS duty

HMS Active, the last Type 21 frigate to fulfil the WIGS role, has returned home to Devonport after a successful deployment in the Caribbean.

In addition to her primary role of supporting the British Garrison in Belize and providing a British presence in the region, Active conducted anti-drugs patrols throughout the Caribbean and was involved, at short notice, in UN oil and arms embargo operations off the coast of Haiti, working with the Canadian, US, French, Dutch and Argentinian Navies. It was during a routine drugs

patrol that Active had her greatest success when she discovered 0.75 tonnes of cocaine in sealed bales floating in the waters off Tortola, in the British Virgin Islands.

The value of this one find alone, had it reached its intended market of the US or Europe, would have been over £80 million.

Skills in traditional warfare matters were not forgotten during

her deployment with Seacat firings and anti-submarine warfare exercises being conducted off Puerto Rico on the US Fleet weapons training facility.

Opportunity was also made to conduct exercises with a Venezuelan frigate and 209 class submarine as well as night and day operations with units from the Jamaican and Trinidad and Tobago Coast Guards.

HMS Active provided the British presence and ship's guard at Independence celebrations for Dominica and Barbados which proved popular and were very well received on both occasions. Visits were also made by the ship's company to several Caribbean islands including Tortola, Grand Cayman and Montserrat.

HMS Active handed over guardship duties to HMS Lancaster in Bermuda and her return to Devonport marked the end of an era for the Type 21 frigates.

● HM ships Arrow and Alacrity have been handed over to their new owners, the Pakistan Navy, and renamed PNS Khaibar and Badr. VIP guests at the decommissioning and handover ceremony in Devonport included Rear Admiral Salt, Commodore Michael Johnson, the naval base commander, Lady Raper, Arrow's ship's sponsor, and Mr Eric Bramfitt, leader of Sunderland City Council, Arrow's affiliated town.

Fleetlands freedom

RN Aircraft Yard Fleetlands has been awarded the Freedom of the Borough of Gosport. At a ceremony in the Town Hall the Freedom was received on behalf of the establishment by Capt. David Symonds, Superintendent of Fleetlands.

Following the presentation the Mayor of Gosport, Cllr Mike Russell, and other civil dignitaries travelled to Fleetlands where they were given the opportunity to talk with personnel and see the work of the yard first hand.

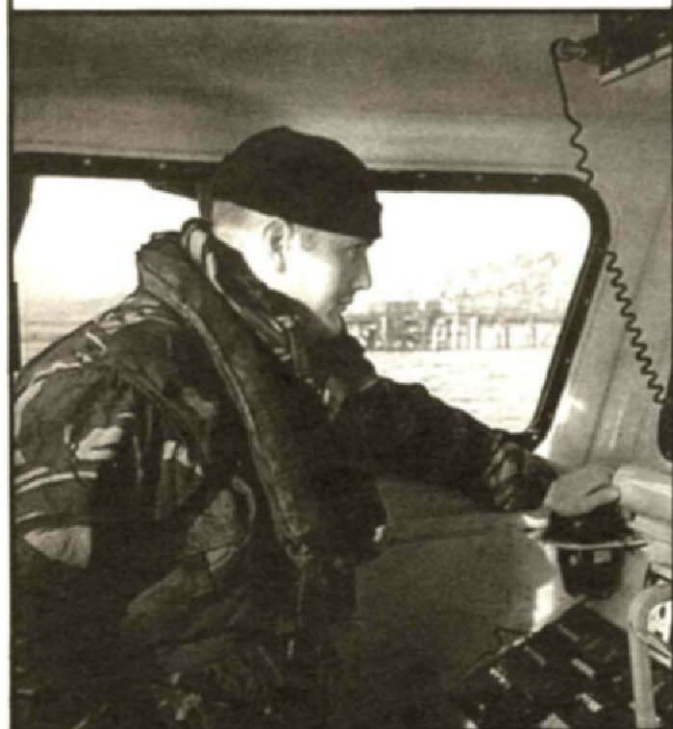
Manadon research presented in US

A member of RNEC Manadon's research staff, Paul Brooks, has been invited to attend the 1994 Society of Photographic and Instrument Engineers conference on optical engineering in the United States.

For the past ten years the Electrical and Engineering Department has conducted research in the field of optical signal processing an area which has many applications both military and civilian.

The award of a research contract from the Defence Research Agency allowed the development of techniques for processing radio frequency signals many times faster than conventional electronics and now, to mark the end of this phase of the investigation, Paul Brooks will present his work, conducted under the guidance of Dr Kit Reeve, from the University of Plymouth, and Lt Cdr Warren Houghton, from RNEC.

Life's a beach for 'Droggies'!



During the logistical exercise Greenwader five members of the Hydrographic Branch found themselves embarked in the assault ship HMS Fearless with the task of carrying out beach surveys for LSLs Sir Galahad and Sir Bedivere.

Using one of Fearless' LCVPs the team produced a profile of the beach gradient to approximately 150 metres out to sea and over the two-day period the LSLs landed successfully, with no fear of "grounding" thanks to the "Droggies".

● Above: Cpl Liffen steers onto yet another "survey line".

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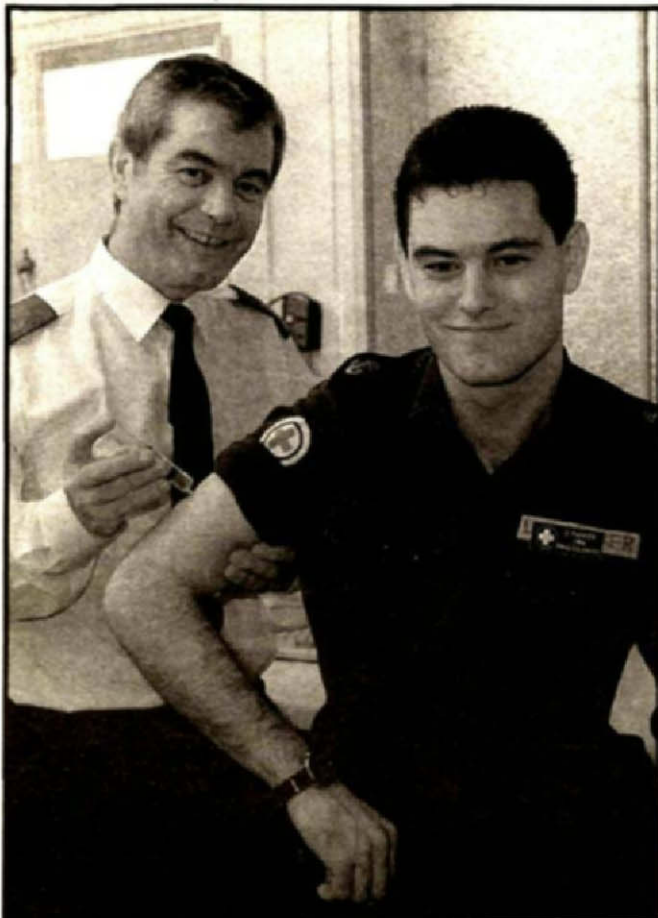
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- EAST AFRICA
- MEDITERRANEAN
- ARCTIC OCEAN
- NORTH ATLANTIC
- SOUTH ATLANTIC
- PACIFIC OCEAN



Old pals reunited at last

We don't usually cover presentations of Long Service and Good Conduct medals — there just isn't the room — but the case of these two Leading Seamen (Missile) was rather special.

LS(M) Keith Dobson and LS(M) Robert Wood joined the Royal Navy on the same day, attended class together at HMS Raleigh and HMS Cambridge, and then met up again when fate and Drafty brought them together in HMS Glasgow some 14½ years later.

The medals were presented by the new Captain 3rd Destroyer Squadron, Capt Laurie Hopkins. He is pictured on the right with, from left to right, Cdr Dick Twitchen, CO HMS Glasgow, Keith Dobson, Lt Rich Evans, Divisional Officer, and Robert Wood.



A SHOT FOR THE FAMILY ALBUM

A father and son medical team has come together at RN air station Culdrose with the appointment of CPO Sam Parker as the establishment's Sick Bay Chief.

His son Darren is a leading medical assistant and has been serving at Culdrose since September.

With 32 years' Royal Naval service behind him, Sam is no stranger to Culdrose. For the last three years, though, he has been working in Gibraltar.

The current draft is a welcome return to the family home for Sam and wife, Anne, an ex-Navy nurse. The couple also have two daughters, Claire and Tina, who is a corporal in the Royal Air Force.

Meanwhile, elsewhere at Culdrose, Flying Officer Jonathon Thompson RAF was being presented with an Operational Flying Training certificate after passing out of 849 Airborne Early Warning Sea King Squadron.

Jonathon is the first RAF navigator to complete the full

AEW training programme with the Navy at 849 and has now joined B Flight on Adriatic patrol duties from the aircraft carrier HMS Ark Royal.

Rover to you

A gleaming Rover 214 Si was waiting for S/Lt John Skelton of HMS Invincible when the carrier returned from Adriatic operations (as reported last month).

John, who did not have a car, invested £30 in raffle tickets during the deployment and came out the winner. His keys were presented to him by Mr Garry Todd of NATOCARS, raffle sponsors.

Picture: LA(PHOT) Steve Wood



People in the News

EXTENDED SERVICE REACHES 50 YEARS

When Capt Harry Mucklow, the Naval Regional Officer in Liverpool, retires from the Royal Navy next month it will bring to the end a naval career spanning over 50 years.

Capt Mucklow joined the RN as Boy Seaman in 1943, but even before that he had worn the uniform — as a pupil of the Royal Hospital School, Holbrook.

He was commissioned Seaman Officer in 1954, attaining the rank of captain in 1976. His ships included Anson, Newfoundland, Modeste, Striker, Keppel, Chawton, Dainty, Whitby and Blake.

Ashore he commanded the Upper Yardmen Training Establishment, HMS St George, and as a commodore, the Sultan of Oman's Navy from 1976 to 1980.

In 1986 he became NRO (Midland and North West), based in Liverpool. Twice the appointment was extended: firstly, to run last year's Battle of the Atlantic commemoration and then for another year to see through the reorganisation of naval regions.

Inaugural award of Beach Trophy

First recipient of a new trophy given in memory of the late Lt Cdr Bill Beach is Lt Harry Blackmore, an observer with 810 Naval Air Squadron.

He wins it as the qualified observer instructor achieving the best results in observer recategorisation (B2 to B1 status), and it was presented to him at a Wings Parade at RN air station Culdrose.

The parents of Lt Cdr Beach, who was killed in a road accident, donated the trophy as a lasting tribute to their son, who spent most of his flying career at Culdrose. He was, in fact, one of Lt Blackmore's instructors during his flying training.

I, SPYVE



Oops... a case of mistaken identity. The jetty at Portsmouth was packed for the return of HMS Invincible from her seven-month Adriatic deployment, and in the scramble names and faces tended to blur. But relatives spotting this happy pair wrongly labelled in last month's issue asked us to point out they are really LS(M) Ian Spyve and his number one fan, son David.



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High flier among high fliers



In being assessed an A1 helicopter instructor — exceptional in all respects — Lt Cdr Christopher MacBean becomes just the fourth holder of the accolade within the Royal Navy.

The examination took more than two days and included a gruelling five-hour oral ground test.

Chris, who is based at RN air station Culdrose, where he instructs student pilots of 705 Sqn, demonstrated his exceptional piloting skills last year, when the Gazelle he was flying signalled a catastrophic loss of oil.

At less than 500 feet from the ground he calmly shut down the engine and carried out a copybook landing into the only suitable field he could find. He thus saved a valuable aircraft from further damage and earned himself the revered military flying honour of a Green Endorsement.

During his 16 years in the Royal Navy Chris has held a variety of appointments, including deputy leader of the now disbanded Sharks Display Team. He also served during the Falklands Campaign.

TOP USA MEDAL FOR ADMIRAL WOODHEAD



When Vice Admiral Sir Peter Woodhead was relieved as Deputy Supreme Allied Commander Atlantic he was presented with the United States Legion of Merit medal, the highest award presented by the US to a foreigner, either in peacetime or war.

Authorised by Act of Congress, the award marked Admiral Woodhead's "outstanding contributions to NATO maritime readiness" and praised his "profound understanding of European politics and global defence issues."

Only four other British officers have been

awarded the Legion of Merit — General Sir Peter de la Billiere, Marshal of the RAF Sir Peter Harding, Lt General Sir Henry Beverley and Field Marshal Sir Richard Vincent.

Admiral Woodhead was presented with the decoration by the Supreme Allied Commander Atlantic, Admiral Paul Miller USN. He is succeeded as Deputy Supreme Allied Commander Atlantic by Vice Admiral Peter Abbott.

His retirement party saw him departing from NATO Maritime HQ, Norfolk, Virginia, with his wife, aboard a speedboat — the command now closest to his heart, perhaps.



People in the News



THE TOAST OF THE MESS

At a tearful farewell party in HMS Drake, Mrs Angie Gowler, who for 19 years has worked behind the bar of the establishment's Warrant Officers' and Senior Rates' Mess, received a dream-come-true gift.

The appreciative mess presented her with an airline ticket to Singapore, where she lived for many years, and spending money to ensure she could make the most of her valuable time there. Angie's plans include travelling on to Malacca in Malaysia, where she was born, to visit her two brothers, two sisters and their families, whom she has not seen in many years.

Angie moved to England in 1972 and in 1976 met sailor Michael Gowler when his ship was refitting in Devonport. Michael, now retired from the Royal Navy, is also a member of the bar staff at HMS Drake. Unfortunately, he was not able to get away to share the trip to Singapore, but concentrated on keeping the home fires burning instead.

Mess President WO Bob Clifford is pictured helping Mrs Gowler to a celebratory drink.

Picture: LA(Phot) Ritchie Matheson



Exchange officer praised for going Dutch

An efficiency award presented to Lt Cdr Ian Shipperley by the Royal Netherlands Navy is the first of its kind to go to a Royal Navy officer on exchange there.

The RN and RNLN have worked closely on the development and operation of marine propulsion gas turbines for many years. The collaboration has led to the exchange of specialist personnel like Ian, who for the past two years has been employed as Project Officer Gas Turbines in the Directorate of Material.

Among other things, Ian has been closely involved with the introduction of the Rolls Royce Spey SM1A gas turbine into the new Dutch M class frigate.

Ian was praised for his flexibility, technical knowledge and social skills. His good command of the Dutch language earned a special mention.

At present there are 13 RN and RM personnel serving on exchange with the RNLN, while a further 39 Royal Navy marine engineering mechanics are currently serving in RNLN ships on a loan basis.

FILM STAYS IN CAMERA

A photograph of HMS Marlborough's propeller taken during HMS Trenchant's work on the AUTEC range in the Bahamas has won AB(TS)(SM) Mark Wade first prize in the Underwater Periscope Photography Competition.

Sadly, as the photograph is classified we don't get to see it, but here's a shot of a rather worried looking Mark receiving his trophy from Capt Christopher Wreford-Brown. The presentation

was made during HSM Trenchant's Divisions at HMS Drake.

The nuclear-powered fleet submarine is Mark's first draft after SM training at HMS Dolphin.

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NN/4/94



Pensions review — tell us what you want

If the present Pensions Review results in a new pension scheme, it will only apply to new entrants — though other RN personnel may be given the option to transfer to it.

"MOD has given a commitment that the rights of serving and ex-serving members will be fully protected — no-one need fear that their current expectations will be diminished in any way," Wing Cdr Ernie Bohm, the review team's Tri-Service representative told Navy News.

To help people make up their minds, there would be plenty of opportunity to consider the implications of any change — which would of course vary with personal circumstances.

The team had now started examining the existing scheme and comparing it with pensions practice generally in civilian organisations in order to find the best formula to recruit and retain high-quality personnel.

Wide-ranging

The review was not part of the Defence Costs Study — and had not been set up to save money, Wing Cdr Bohm emphasised.

It would be wide-ranging and cover all aspects of the scheme as well as the balance between pensions, pay and other conditions of service.

Personal views from serving personnel would be welcome — as would those of ex-service organisations, widows and dependants.

Write to: Armed Forces Pension Review Team, MOD, Room 5/38, Metropole Building, Northumberland Ave, London WC2N 5BL.

Free advice at franchise fair

Having your own milk round or owning a branch of a same-day courier service are among the new opportunities awaiting visitors to the Spring National Franchise Exhibition at London's Olympia this month.

Sponsored by the British Franchise Association, it is a useful venue for finding out more about an increasingly popular way of starting a business.

Unigate Dairies, the UK's second largest milk distributor, has successfully franchised over 2,000 milk rounds since 1990, 65 per cent. to former employees.

The company is now actively recruiting from outside to achieve its fully franchised target. The initial investment varies from £6,000 to £9,000, depending on the size of the round — all but £1,500 of which is refundable on termination of the franchise.

Securicor Pony Express, the UK's leading same-day courier company, is using the exhibition to launch its franchise operation and will be actively recruiting there. It currently has a network of 36 branches across the country — and plans to open 30 franchised branches over the next three years.

Among nearly 100 other exhibitors will be such leading franchise companies as McDonald's Restaurants, Circle C, Snappy Snaps and Kall-

Kwik Printing.

Visitors can attend hourly seminars on the legal, financial and practical aspects of franchising and seek independent advice from banks, lawyers and specialist consultants.

The exhibition runs from April 15-17, from 10am to 5pm daily. For more information, discounted tickets (£8 each of £12 for two) and a free visitor information pack call the Franchise hotline, 0494 813846.



Euro funds for Oxford course

Men and women who have already left the Navy and want to start setting themselves up in supervisory, managerial or professional second careers can now benefit from a special course sponsored by the European Union.

The 18-week career development course includes a minimum of 20 working days job attachment to an appropriate commercial organisation.


The course is totally free of all tutorial fees — though to benefit from European Union funding you must be unemployed at the start of the programme.

programme held at Oxford's Westminster College.

Candidates are required to purchase a copy of the Open University Personal Career Development course folder, at £41.70 however. They must also pay a registration fee of around £100, most of which will be refunded on completion of the course.

The first course starts on June 1. Further details from Paula Boyland, Educational Services, Westminster College, Oxford OX2 9AT. Tel. 0865 247644 ext. 3293.

Ex-WO John McHale takes over as treasurer of the Regular Forces Employment Association this month.



OPERATION OVERLORD

A special commemorative magazine will be published by The News from April 12, 1994.

On sale for £1.20 along the coast from Brighton to Bournemouth at all leading newsagents, or by simply completing the form below, to guarantee your copy. Don't delay, order today!

Cost of publication including inland postage is £1.70 per copy.

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RATES IN BRIEF

Fleet Air Arm Female — Non Engineers

Warrant Officer WOW(AH)
Chief Petty Officer CPOW(AH)
Wren (Aircraft Handler) Petty Officer Wren POW(AH)
Leading Wren (Aircraft Handler) LW(AH)
Wren (Aircraft Handler) 1st Class W(AH)1
Wren (Aircraft Handler) 2nd Class W(AH)2
Junior Wren (Aircraft Handler) 1st Class JW(AH)1
Junior Wren (Aircraft Handler) 2nd Class JW(AH)2
Warrant Officer WOW(METOC)
Chief Petty Officer Wren (METOC) CPOW(METOC)
Petty Officer Wren (METOC) POW(METOC)
Leading Wren (METOC) LW(METOC)
Wren (METOC) 1st Class W(METOC)1
Wren (METOC) 2nd Class W(METOC)2
Junior Wren (METOC) 1st Class JW(METOC)1
Junior Wren (METOC) 2nd Class JW(METOC)2
Warrant Officer WOW(PHOT)
Chief Petty Officer Wren (PHOT) CPOW(PHOT)
Petty Officer Wren (PHOT) POW(PHOT)
Leading Wren (PHOT) LW(PHOT)
Warrant Officer WOW(SE)
Chief Petty Officer Wren (Survival Eqp) CPOW(SE)
Petty Officer Wren (Survival Eqp) POW(SE)
Leading Wren (Survival Eqp) LW(SE)
Wren (Survival Eqp) 1st Class W(SE)1
Wren (Survival Eqp) 2nd Class W(SE)2
Junior Wren (Survival Eqp) 1st Class JW(SE)1
Junior Wren (Survival Eqp) 2nd Class JW(SE)2
Warrant Officer WOW(ACMN)
Chief Petty Officer Wren Aircrewman CPOW(ACMN)
Petty Officer Wren Aircrewman POW(ACMN)
Leading Wren Aircrewman LW(ACMN)
Warrant Officer WOW(AC)
Chief Petty Officer Wren Aircraft Controller CPOW(AC)
Petty Officer Wren Aircraft Controller POW(AC)
Leading Wren Aircraft Controller LW(AC)

Air Engineering Sub-branch

Warrant Officer WO(AEA)
Charge Chief Air Engineering Artificer (M) CCAEA(M)
Chief Petty Officer Air Engineering Artificer (M) CPOAEA(M)
Petty Officer Air Engineering Artificer (M) POAEA(M)
Acting Petty Officer Air Engineering Artificer (M) APOAEA(M)
Probationary Acting Petty Officer Air Engineering Artificer (M) LAEA(M)
Probationary Leading Air Engineering Artificer (M) AEAAPP
Air Engineering Artificer Apprentice (M) AEAAPP
Warrant Officer WO(AEM)
Chief Petty Officer Engineering Mechanic (M) CPOAEM(M)
Petty Officer Air Engineering Mechanic (M) POAEM(M)
Leading Air Engineering Mechanic (M) LAEM(M)
Air Engineering Mechanic 1st Class AEM1
Air Engineering Mechanic 2nd Class AEM2
Junior Air Engineering Mechanic 1st Class JAEM1
Junior Air Engineering Mechanic 2nd Class JAEM2
NOTE: 1. AEMs are in a common trade category. They will be rated M, L, or R at LAEM rate.
2. Radiographer (R) and Electrical (L) sub specialisations conform to the same pattern as the Mechanical (M) sub specialisation. The appropriate suffix is substituted for (M).
3. For female ratings the rate titles are varied to include 'W' before Air Engineering Artificer or Mechanic (M), eg LWAE(M).

Family Services Branch

Chief Petty Officer (Family Services) CPO(FS)
or Chief Petty Officer Wren (Family Services) CPOW(FS)
Petty Officer (Family Services) PO(FS)
or Petty Officer Wren (Family Services) POW(FS)

Female Ratings

NOTE: 1. For female categories with male equivalents see under male sections. Entry before 1 Apr 86
Probationary Wren PRO Wren

Female Branches Without Male Equivalent or Recruits

Warrant Officer WOW(ETS)
Chief Petty Officer Education and Training Support CPOW(ETS)
Petty Officer Wren Education and Training Support POW(ETS)
Leading Wren Education and Training Support LW(ETS)
Wren Education and Training Support 1st Class W(ETS)1
Wren Education and Training Support 2nd Class W(ETS)2
Junior Wren Education and Training Support 1st Class JW(ETS)1
Junior Wren Education and Training Support 2nd Class JW(ETS)2
Warrant Officer WOW(TEL)
Chief Petty Officer Wren Telephonist CPOW(TEL)
Petty Officer Wren Telephonist POW(TEL)
Leading Wren Telephonist LW(TEL)
Wren Telephonist 1st Class W(TEL)1
Wren Telephonist 2nd Class W(TEL)2
Junior Wren Telephonist 1st Class JW(TEL)1
Junior Wren Telephonist 2nd Class JW(TEL)2
Warrant Officer WOW(QA)
Chief Petty Officer Wren Quarters Administrator CPOW(QA)
Petty Officer Wren Quarters Administrator POW(QA)
Leading Wren Quarters Administrator LW(QA)
Wren Quarters Administrator 1st Class WQA1
Petty Officer Wren Motor Transport Driver POW(MT)
Leading Wren Motor Transport Driver LW(MT)
Wren Motor Transport Driver 1st Class W(MT)1
W(MT)1

QARRNS Rating

Warrant Officer Naval Nurse WO(NN)
Chief Petty Officer Naval Nurse CPONN
Petty Officer Naval Nurse PONN
Leading Naval Nurse LNN
Naval Nurse NN
Student Naval Nurse SNN
Probationary Student Naval Nurse PSNN
Warrant Officer Enrolled Nurse (General) WOEN(G)
Chief Petty Officer Enrolled Nurse (General) CPOEN(G)
Petty Officer Enrolled Nurse (General) POEN(G)
Leading Enrolled Nurse (General) LEN(G)
Enrolled Nurse (General) EN(G)
Chief Petty Officer Clerical & Quarters Assistant CPOCQA
Petty Officer Clerical & Quarters Assistant CQCQA
Leading Clerical & Quarters Assistant LCOA
Clerical & Quarters Assistant 1st Class CQA1
Warrant Officer Medical Assistant QARRNS WOMA(Q)
Chief Petty Officer Medical Assistant QARRNS CPOMA(Q)
Petty Officer Medical Assistant QARRNS POMA(Q)
Leading Medical Assistant QARRNS LMA(Q)
Medical Assistant QARRNS MA(Q)
Probationary Medical Assistant QARRNS PMA(Q)
Junior Probationary Medical Assistant QARRNS 1st Class JPM(A)(Q)1
Junior Probationary Medical Assistant QARRNS 2nd Class JPM(A)(Q)2

Medical Branch

State Registered General Nurse (Male) N
Radiographer R
Physiotherapist P
Health Inspector HI
Medical Laboratory Technician L
Mental Nurse M
Health Physicist HP
Pharmacy Dispenser PD

Marine Engineering Sub-branch — Trades

Fitter and Turner FT
Fitter F
Turner T
Metalworker MW
Boilermaker BM
Coppersmith CS
Enginesmith ES
Patternmaker PM
Moulder M

Marine Engineering Sub-branch — Specialist Qualification

Mechanical ML **Mechanical M
Electrical EL **Electrical L
**Warrant Officers in Mechanical category only

Weapon Engineering Sub-branch — Specialist Qualifications

Action Data Communications and

Electronic Warfare ADC
Action Data AD
Communications and Electronic Warfare CEW
Weapon Data Ordnance Control WDO
Weapon Data WD
Ordnance Control OC
**Ordnance O
**Radio R
**Warrant Officers in Mechanical category only

Additional Qualifications

Gunnery Officer's Writer GOW
Seaman Writer SW
Marine Engineer Officer's Writer MEOW
Weapon Engineer Officer's Writer WEOW
Air Engineer Officer's Writer AEOW
Navigator's Yeoman NAWEO
Shorthand Typist (Higher Grade) SHG
Shorthand Typist (Lower Grade) SLG
Naval Inflatable Life-saving Equipment NLE
Ship's Diver SHD
Diving Yeoman DIVYEO
State Ceremonial Training (CPO/OPS)(M) and PO(M) only QSCT

Warfare Branch (Electronic Warfare Group)

Warrant Officer WO(EW)
Chief Petty Officer (Electronic Warfare) CPO(EW)
Petty Officer (Electronic Warfare) PO(EW)
Leading Operator Mechanic (Electronic Warfare) LOM(EW)
Operator Mechanic (Electronic Warfare) 1st Class OM(EW)1
Operator Mechanic (Electronic Warfare) 2nd Class OM(EW)2
Junior Operator Mechanic (Electronic Warfare) 1st Class JOM(EW)1
Junior Operator Mechanic (Electronic Warfare) 2nd Class JOM(EW)2
Note: 1. For female ratings the rate titles are varied where appropriate to include 'W' before Operator for Leading Rate and below and before Electronic Warfare for Petty Officer and above.

Warfare Branch (Mine Warfare Group)

Warrant Officer WO(MW)
Chief Petty Officer (Mine Warfare) CPO(MW)
Petty Officer (Mine Warfare) PO(MW)
Leading Operator Mechanic (Mine Warfare) LOM(MW)
Operator Mechanic (Mine Warfare) 1st Class OM(MW)1
Operator Mechanic (Mine Warfare) 2nd Class OM(MW)2
Junior Operator Mechanic (Mine Warfare) 1st Class JOM(MW)1
Junior Operator Mechanic (Mine Warfare) 2nd Class JOM(MW)2

Warfare Branch (Underwater Warfare Group)

Warrant Officer WO(UW)
Chief Petty Officer (Underwater Warfare) CPO(UW)
Petty Officer (Underwater Warfare) PO(UW)
Leading Operator Mechanic (Underwater Warfare) LOM(UW)
Operator Mechanic (Underwater Warfare) 1st Class OM(UW)1
Operator Mechanic (Underwater Warfare) 2nd Class OM(UW)2
Junior Operator Mechanic (Underwater Warfare) 1st Class JOM(UW)1
Junior Operator Mechanic (Underwater Warfare) 2nd Class JOM(UW)2

Note 1. For female ratings the rate titles are varied where appropriate to include 'W' before Operator for Leading Rate and below and before Underwater Warfare for Petty Officer and above.

Warfare Branch (Communications Group)

Warrant Officer WO(C)
Chief Petty Officer (Communications) CPO(C)
Petty Officer (Communications) PO(C)
Leading Operator Mechanic (Communications) LOM(C)
Operator Mechanic (Communications) 1st Class OM(C)1
Operator Mechanic (Communications) 2nd Class OM(C)2
Junior Operator Mechanic (Communications) 1st Class JOM(C)1
Junior Operator Mechanic (Communications) 2nd Class JOM(C)2

Note 1. For female ratings the rate titles are varied where appropriate to include 'W' before Operator for Leading Rate and below and before Communications for Petty Officer and above.

Green door to safety is a gem of an idea

Due to the large number of passages and doors in accommodation areas on RFAs Fort Victoria and Fort George, doors of stairwells leading to the upper deck have had to be identified to make escape easier.

The Surface Ship NBCD Working Party has recommended that where other ships have a lot of stairwells, doors leading to escape routes should be painted emerald green.

DCI RN 40/94

Skye boat bookings

Scotsail 94, the annual Spring adventurous sail training programme to Skye and the Western Isles, is sponsored this year by HMS Neptune.

It will start and end at the Joint Services Sail Training Centre, Gosport, on May 22 and July 17 respectively, and will be split up into eight legs.

Previous sailing experience is not necessary and applications will be accepted from individuals whose parent establishments cannot sponsor a full crew — though these may still bid for a leg and make up their crew from the individual applications.

Bids must be into HMS Neptune Sailing Club at Clyde Submarine Base by April 29.

— DCI JS 11/94

If in peak condition

Applications for the Welsh 1000 Metres Peaks Race on June 4 must be in by 8 April. The race starts at sea level at Aber on the North Wales coast

and finishes at the summit of snowdon — nine peaks and 31 kilometres later.

Service teams are restricted to six, of which four are runners with a reserve plus a driver/manager of four runners and two non-competing officials.

Five other classes of entrant are restricted to individual competitors.

Tel 06094 292 for further details.

DCI JS 5/94

Browning versions

The No 2 Mk1* variant of the Browning 9mm pistol has now been declared obsolete — most currently in service are the L9 version.

All units and depots holding 9mm Browning pistols must physically check all stock and apply for backloading instruc-

tions for any No 2 Mk1* models — or any others, apart from the L9.

DCI JS 20/94

For all past masters

Subjects for this year's Naval history prize are:

● How did technology affect the role of navies in the 19th century?

● What would you say were the three most important factors explaining the success of the Armed invasion of Normandy?

Essays must be of not more than 12,000 words and should arrive at the Dept of History and International Affairs, RNC Greenwich by 31 Dec 1994.

Prizes of £200, £120 and £80 are awarded, each to officers and ratings.

—DCI RN 34/94

Holiday Happiness is

China Fleet Country Club

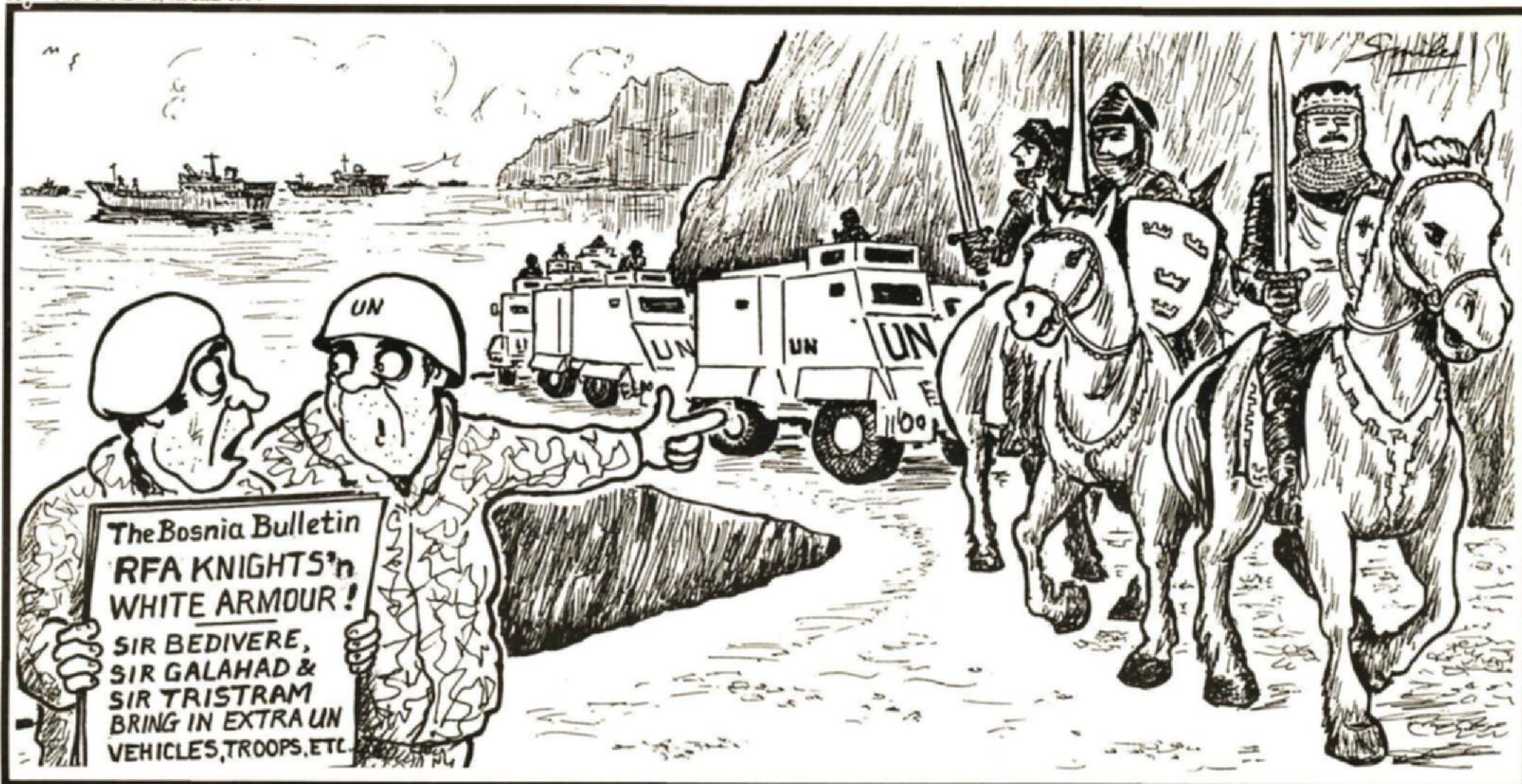
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NEWSVIEW

Another brick in the wall

This year Navy News celebrates its 40th birthday. They say life begins at 40 — and so we are preparing for a new start.

We are to make way for the Directorate of Foreign and Commonwealth Training to move into our quarters in Barham Block.

Twenty years ago Barham was not perceived to be a desirable let — there was then a preference for modern buildings with built-in central heating and thus Navy News was long allowed to be the sole occupant of premises no-one else wanted.

Attitudes change, though — now it is seen as an interesting period piece, with attractions just lately increased by the addition of substantial interior enhancements, while the once 'modern' buildings have been found to wear less well.

It remains the building with which we have been closely identified during the period of our coming of age — a 21-year span of unbroken success in the annual awards of the British Association of Industrial Editors.

Navy News has enjoyed a close personal relationship with HMS Nelson — but as 'Locally Employed Personnel' our record hardly compares with that of the Hong Kong Chinese (see centre pages) or with the RNXS (see page 32) who receive due credit for their achievements here this month.

Taken for granted

As is often the case with 'unsung heroes', this at first sight looks like an afterthought. It isn't at all — appreciative comment has here come from the very top.

But, too often, people who work on the sidelines are only missed in their absence.

A low profile is generally worn by the Royal Fleet Auxiliary — though RFAs habitually spend more time away than RN units. The RFA is currently devoting nearly a third of its strength to operations in the Adriatic — and so deserves this month's lead story.

It is the way of the world that great events throw a spotlight on an involved organisation that no amount of diligent, sustained day-by-day effort can hope to match with equal brilliance.

Buildings, too, can be taken for granted. Barham Block has at last been recognised as one of the jewels of the RN estate — one Navy News has always keenly appreciated and to which we will always remain sentimentally attached.

There has been some criticism lately of the resources devoted to maintaining some of the properties owned by the military. They may seem hard to justify in the current economic situation — but in Portsmouth as well as in other Naval ports they are often the prime remnants of our architectural heritage.

Once lost, they are lost forever — future generations will not thank us for neglecting them.

Wilton watches over the Adriatic

Nearly a hundred RN, Army and RAF desk officers are working side by side at the new United Kingdom Land Forces Headquarters operations centre at Wilton, controlling Operation Hamden in the former Yugoslavia.

Fully equipped with the latest technology, the £1.8m centre allows them to keep in

direct contact with units stationed throughout Bosnia, Croatia Italy and the Adriatic.

It also provides a national focus for the 2,400 RN personnel in the Task Group ships, the 2,200 landbased troops and the 800 RAF flight and ground crew based in Italy.

A full range of audio visual facilities are available including a secure video link with the Ministry of Defence and the techno-

logy to access NATO, UN and other national headquarters. A computerised projected map, a classified briefing room and closed circuit television facilities are also available.

The room has partitions which can be easily moved to suit operational requirements, this allows more than one operation anywhere in the world to be co-ordinated from the JHQ at any given time.

The Army ops centre was originally set up at UKLF in June 1992 when the first British Medical Battalion went out to Croatia as part of the commitment to the UN Protection Force. But with the increasing British commitment a purpose built Centre was needed.

The new Centre took eight months to build and was formally opened on July 8, 1993 by Admiral Sir Jock Slater, Vice Chief of the Defence staff.

However, the Army Ops Centre was only to remain at Wilton for a matter of weeks before the RAF became involved in Operation Deny Flight and the Joint Headquarters was established at RAF Strike Command, High Wycombe.

After three months there, the JHQ moved to Wilton to its present permanent base. Many of the staff officers who work there are double hatted. Not only do they work in the JHQ but also retain other responsibilities within their respective UKLF branches.

● Director of Operations for Operation Hamden is Commodore Paul Canter — who had the same job at Fleet Headquarters, Northwood during the Gulf War, when he served in the bunker at High Wycombe. During the Falklands War he commanded HMS Active in the South Atlantic.



● Above: PO(Phot) Shiner Wright (left) and LA(Phot) Steve Saywell at work in HMS Ark Royal's dark room, analysing reconnaissance photographs taken by 801 Naval Air Squadron's Sea Harriers flying over Bosnia.

● Right: nerve centre for the Navy's operations in the Adriatic — in Wilton, Wilts.



TALKING TURKEY



Above: CO Cdr John Arrow welcomes Mr John Goulden, HM Ambassador to Turkey, to the Montrose on the morning of Defence Industries Day. Visitors to the ship included six Turkish Navy admirals, the Commander of the Turkish Coast Guard, also an admiral, members of their staffs and representatives of Turkish industry.



Centre: RO Mark Taylor and AW(R) Trev Trevethan thinking of the folks back home before a tour of the Blue Mosque. Above: Not like that ... like that. The magic of Istanbul rubs off on CPO Vince Blocke and CPO Trevor Cranny. Hagia Sophia, for nearly a thousand years the cathedral of Constantinople, stands in the background.

Pictures: LA(PHOT) Nobby Hall

Duke class frigate HMS Montrose added another sight to be seen in the beautiful city of Istanbul, where east meets west ... but not for several hours after she sailed into the Bosphorus and anchored off the elegant waterside frontage of the Dolmabahçe Palace.

Her arrival was shrouded in dense fog and it was only as it evaporated in the warmth of the day that her ship's company could view a backdrop of minarets and the Bosphorus suspension bridge, joining Europe with Asia.

Accepted into Royal Navy service last September, Montrose sailed from her home port of Plymouth on St Valentine's Day, after a period of shake-down and Preliminary Safety Training.

First stop on her deployment was Gibraltar. Having left Guzz in a blizzard, she arrived in Gib in sunshine. Some 40 of her company took the chance to run up the Rock — led by the ship's Supply Officer, Lt Cdr Charlie King, who won the race in a time of 21 minutes 49 seconds.

During Montrose's goodwill visit to Istanbul opportunity was taken to show her off and some of the Navy's latest kit, with which she is equipped.

Parties of guests toured the ship and all — including children from two of the city's

schools — seemed impressed.

Chief of Staff to Flag Officer Surface Flotilla, Cdre John Lippitt, previous CO of the Montrose's sister ship HMS Norfolk was also on board to give a hands-on assessment of the class.

The ship's Istanbul programme featured a demonstration of her capabilities for Turkish Navy guests, including Vice Admiral Salim Dervisoğlu, COMSARNORTH.

After calling at Sicily for fuel and stores, the Montrose visited Cannes, having carried out routine operations in the Mediterranean on the way. The first RN warship in Cannes since 1977, the Montrose was warmly welcomed. Her visit coincided with an international property exhibition at which the Corporation of London and the London Docklands Development Corporation were promoting the City as a major financial centre.

Receptions were held on board as the Montrose was used to "boost Britain," but there was no additional cost to the defence budget.

It was then off to El Ferrol in Spain for the frigate, where another Defence Industries Day was staged for the Spanish Navy — one more opportunity for all on board this leanly manned modern warship to demonstrate the high degree of professionalism prevalent in all departments.



HMS Montrose anchored in the Bosphorus during her goodwill visit to Istanbul.



Turkish delight — members of the ship's company dressed as pirates to bring aboard groups of children from two local schools. The youngsters weren't altogether sure about British party fare, but the ship tour, nutty and pass-the-parcel went down a treat. WSTD Kim Powell and WEM(O) Kev Scorer are pictured with Yigit (6) and Melis (8).


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LIFE'S BOTH SWEET AND SOUR IN H

Tamar enters the 'Stone'

At midnight on June 30 1997 Britain finally gives up sovereignty of Hong Kong bringing to an end a 156-year association between the colony and the Royal Navy.

But as the Governor Chris Patten and his Chinese counterparts negotiate the political future of Hong Kong after withdrawal the RN continues to demonstrate, effectively and efficiently, the UK's commitment to sustaining sovereignty of territorial waters.

As part of the draw-down plan for 1997 HMS Tamar moved from its base on Hong Kong Island to a new purpose-built facility on Stonecutter's Island, in the harbour near Kowloon, which was commissioned in May last year. The new base offers a modern and comprehensive maintenance and support facility to the ships of the Hong Kong Squadron as well as other vessels and craft belonging to the Navy in the colony.

The Base Engineering Department is HMS Tamar's "bread and butter", providing repair and manufacture capability for the entire spectrum

of marine and weapon equipment.

The team were put to the test recently when, six days before her annual deployment to Malaysia and Singapore, HMS Peacock's shaft brake disc was cracked. It was the first time one had ever been changed in a Hong Kong Patrol Craft so the Base Engineering Department had to devise a new procedure. This involved cutting into the main bulkhead between two engines and lifting out the shaft and with a great deal of hard work the team repaired the fault with 12 hours to spare.

The Hong Kong Squadron operates from HMS Tamar and the role of its three ships — HMS Peacock, Plover and Starling — is to assist in maintaining the colony's stability and integrity of her territorial waters, a directive which falls into three tasks — anti-Chinese patrol craft incursions, anti-illegal immigrant patrols and anti-smuggling patrols.

The Squadron also provides an ocean-going Search and Rescue capability covering an area of 810 miles to the south of the colony.

Luxury goods

With illegal immigration having stabilised, the main role of the patrol craft is to crack down on the smuggling of luxury goods into mainland China.

Each of the three ships spend a week at a time at sea patrolling an area of 200 square miles carrying two 6.6 metre rigid hull inflatable Fast Pursuit Craft (FPC) to hunt down the smugglers. The FPCs, which operate in pairs and which are driven by a Royal Marine from the Fast Raiding Squadron, have a top speed of 60 knots and can operate up to Sea State four.

Principle goods for smuggling syndicates are expensive cars and sophisticated electrical goods, with Lexus, BMW and Mercedes favourites among the cars. In summer there is usually a great demand for air conditioning units while the run up to Christmas sees an increase in the number of TVs and video recorders being smuggled!

Car smugglers ferry their "booty" in a Dai Fei, a large speedboat equipped with four to six 300 HP outboard motors, steel bows and an ar-

mour-plated cockpit and which are capable of speeds up to 80 knots even while loaded with a two-tonne Mercedes limousine (the electrical syndicates favour the smaller, more manoeuvrable Chung Fei).

Using a thermal imaging camera the Radar Operator on board the Patrol Craft looks for small craft contact. Once an inbound Dai Fei is detected as a fast-moving target it is tracked to its loading point with two FPCs at covert locations. As soon as the Dai Fei is loaded they strike — at this stage they have the element of surprise, combined with better acceleration and manoeuvrability.

Once on board they attempt to disable the Dai Fei's engines by cutting the fuel lines and when it loses power this enables a second boarding from another FPC.

The stakes are high during the boardings and are often opposed by the smugglers wielding sticks, poles, bottles and in some instances knives and machetes.

Most recently RPO All Potts and LWEM Brum Manson, part of the crew from one of HMS Plover's FPCs, found themselves under a hail of bottles and other debris when they jumped on board a Chung Fei loaded with TVs. As LWEM Manson went to arrest the crew he was threatened by a smuggler wielding a screwdriver and a meat cleaver. Considering that Manson's life was in danger RPO Potts



drew his 9mm sidearm and fired at the smuggler, injuring him in the hip.

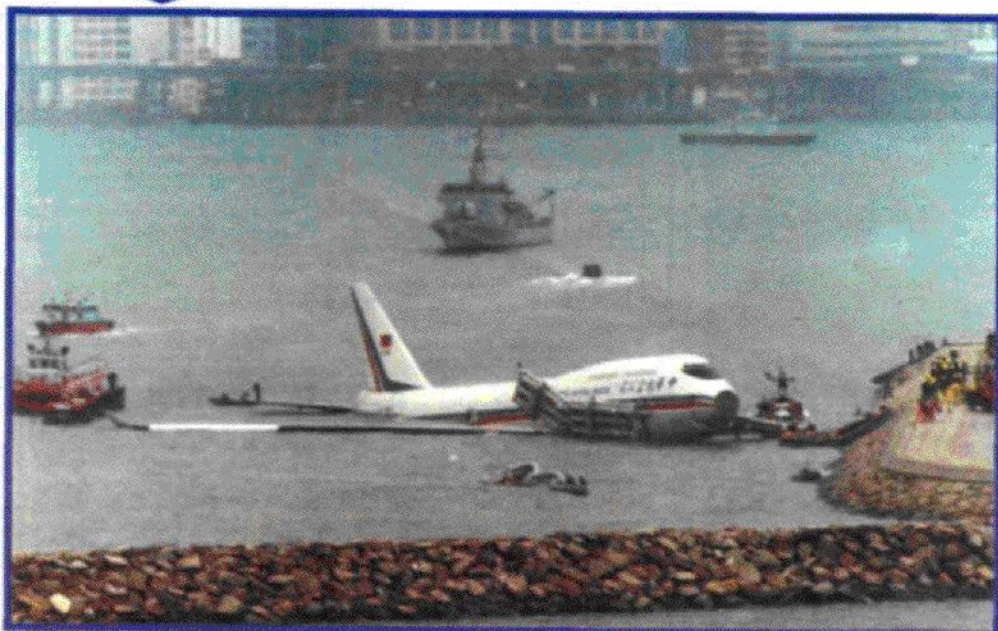
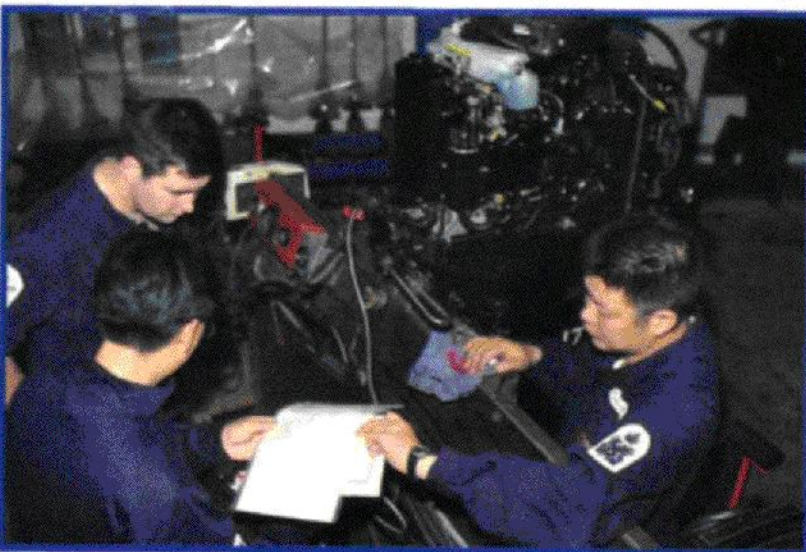
At the beginning of the year FPCs from HMS Starling came under fire from a five-engined Dai Fei in Rocky Harbour and there is growing concern over the smugglers new-found willingness to use firearms. New legislation in Hong Kong has increased tenfold the penalties for smuggling and this may well have the effect of "upping the ante" once the smugglers realise the severity

of the penalty their crime can attract.

The smugglers are well-organised and their tactics are becoming increasingly more sophisticated. "Some nights it's really frustrating", says the commanding officer of HMS Plover, Cdr Simon Brown, "You track them, identify them and chase them only to fail to catch them in the end." However, the successes far outweigh the failures and last year over HK\$26 mil-

lion worth of goods were recovered.

The Hong Kong government is determined to govern the colony until 1997 and to assist them the Royal Navy will continue to sustain the integrity of her territorial waters. To this effect the new base on Stonecutter's Island ensures a high profile presence until the lowering of the White Ensign in 1997 marks the end of the Royal Navy's 156-year presence in Hong Kong.



HONG KONG

'ne' age

Right: HMS Tamar's new base on Stonecutter's Island, commissioned in May 1993.

Left: A rare shot of all three ships of the Hong Kong Squadron — HMS Peacock (P239), HMS Plover (P240) and HMS Starling (P241).

Below right: Mne Nigel Spencer and PO Steve Rule work up to speed on board one of the FPCs.

Below: Carrying out boarding, sometimes at 100 km, in pitch darkness and in choppy seas takes a lot of practise. Cpl Iuan Norris and LWEM(R) Nick Whitwell are pictured getting in some extra training in nighttime boarding operations.

Below left: Working on the FPC's outboard motors are LMEM(M) Tse, MEM(L) Smudge Smith (an augmentee from HMS Sultan) and MEA(M) Johnny Yeung.

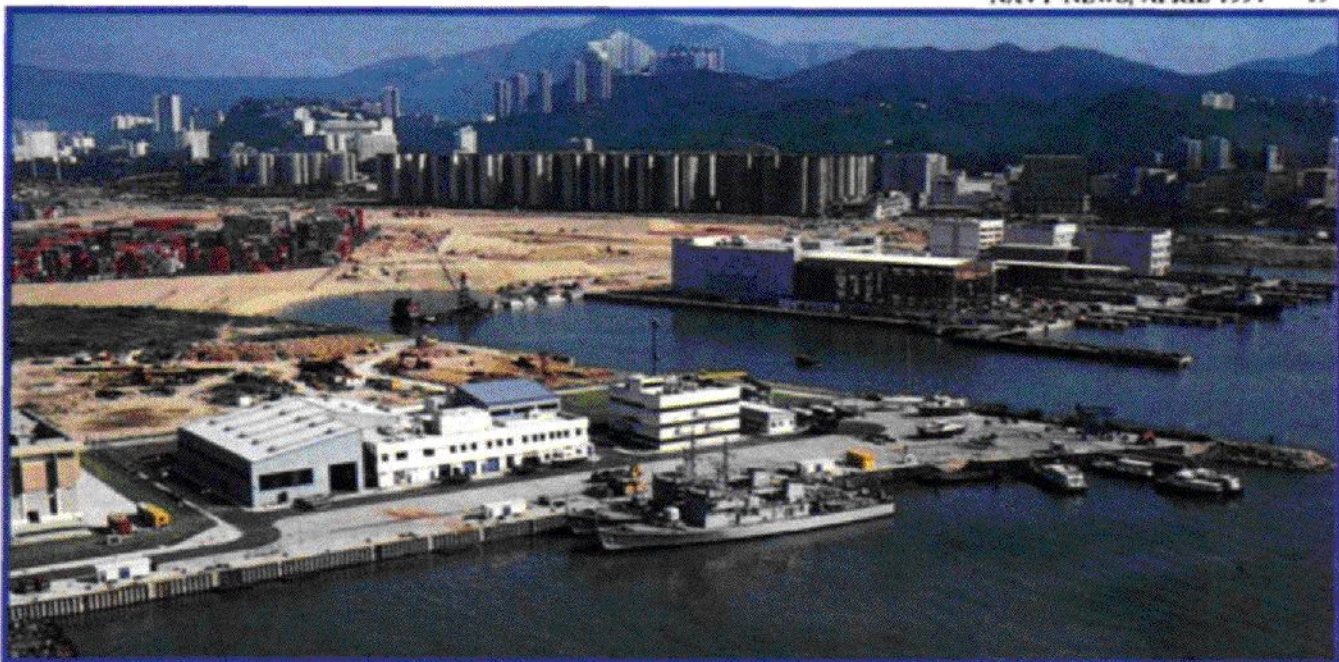
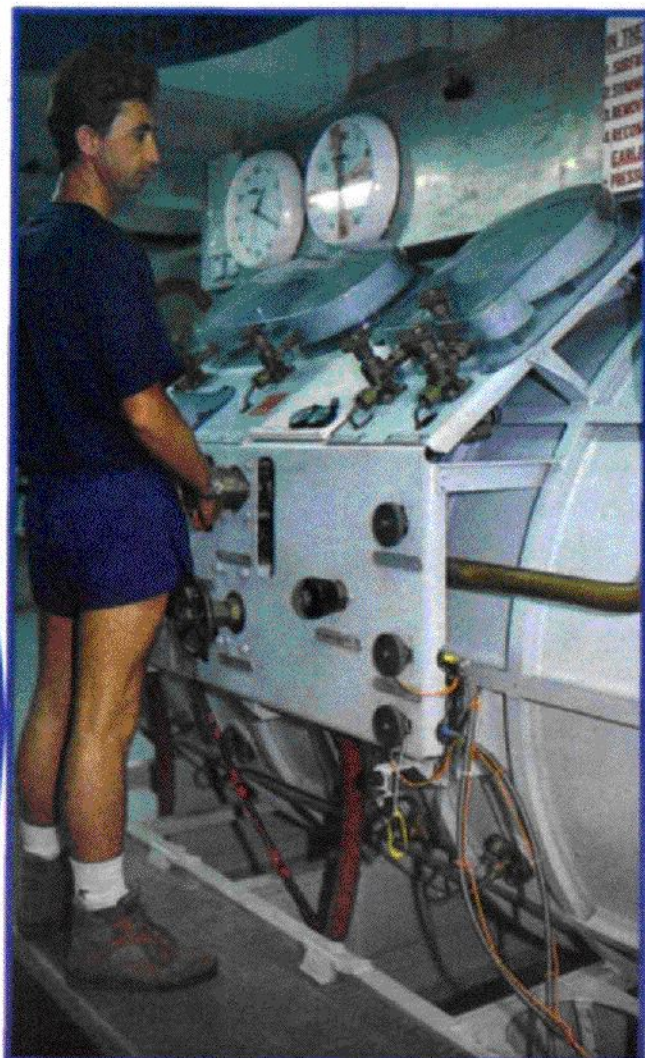
Bottom: The one that didn't... away... a Dai Fei, favoured by the car smuggling syndicates, with a FPC alongside.



One of the busiest departments in HMS Tamar is the Clearance Diving Unit, which, unfortunately, is set to close this year.

Run by CPO(D) Darby Allen whose team comprises two augmentees and two full-time divers (including LS(D) Stoddart, pictured right), the unit maintains on 24-hour call out attending maritime accidents and supporting search and rescue operations for which the Navy provides the only deep sea capability. A large percentage of their work involves the gruesome task of body recovery — most recently they were called to an accident off Macau and, after receiving permission to enter Chinese waters, they brought out the bodies of three seamen from the Belgian dredger MAAS which had run aground on inadequately chartered rocks.

The unit's recompression chamber is in regular use treating local civilian divers as well as cases from as far afield as Thailand and the Philippines. However, this facility, as well as the provision of underwater maintenance on Tamar's small fleet of vessels and provision of ships' diving training, will be lost when the unit is closed down.



SPECIAL TRUST IN NAVY'S LEP

When the Royal Navy returns to home waters in June 1997 its 150-year association with Locally Engaged Personnel (LEP) will come to an end, leaving most of them seeking new employment in a colony with a sparse and over-stretched welfare system.

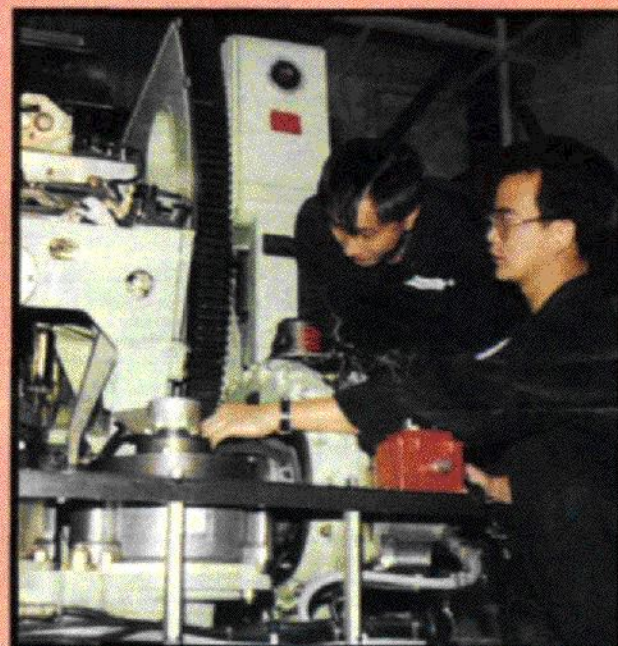
The RN currently employs 284 LEP (about 80 per cent of the workforce) serving both at sea and on shore in Hong Kong and their hard work, discipline and loyalty has won them many friends in HMS Tamar in particular Captain in Charge Hong Kong, Capt. Tom Sunter who says: "They're our people, they're on the front line and we in Hong Kong consider them to be the ones doing the real job."

LEP undoubtedly served in warships from the very early days of the colony but it was in 1905 that a properly paid and Admiralty engaged Hong Kong LEP Division of two POs, 50 ABs, seven Stokers and nine mess boys were employed in HMS Tamar, the Yangtze River gun boats, armed launches and other craft.

When Hong Kong was invaded in 1941 LEP were discharged and ordered to fade into the civil population, all documentary links with the RN having been destroyed. After re-occupation recruiting began again and most of the LEP returned on duty — by 1946 some 2,000 were serving in almost every capacity.

The most significant changes in employment came in January 1957 when all but cooks and stewards ceased to serve at sea in the ocean-going Far East Fleet. However, in 1971 cooks and stewards were drafted to serve with the UK base fleet, most of whose ships never served in Hong Kong.

With the 1974 Defence Review the MOD exercised its discretion in the employment of LEP. Cooks and stewards were withdrawn from UK-



● Above: WEM Bowie Chan (left) and POWEM Ken Kwok at work in HMS Tamar's Base Engineering Department.

based ships in 1976 with the introduction of mixed manning in the Hong Kong Squadron for which recruiting was reopened in 1977.

During the post-war era LEP have seen as much action as the next man — a Leading Steward served in HMS Amethyst during the Yangtze River incident and, along with other members of the ship's company, swam to the Nationalist bank where, acting as guide and interpreter, he led a group of 55 to Shanghai. During the Korean War LEP of all

branches served in such ships as HMS Tyne, Ladybird and Triumph.

As their history illustrates the Hong Kong LEP are a loyal group of RN personnel. They have the same rank and pay structure as their UK counterparts, even doing 22 years service via seven three year appointments plus one. The differences arise with pension rights — they have none. Although they do receive a gratuity from the Navy when they retire they do not, and will not, receive any form of pension either Naval or State.

In recognition of this the Hong Kong British Armed Forces launched a trust fund to help provide support for Service LEP and their dependants post 1997. The trust was officially launched at the RN/Hong Kong Military Service Corps joint open days last December and has the support of the Governor of Hong Kong Chris Patten, as well as many local businessmen.

The LEP trust fund organisers hope to raise HK\$35 million by 1997 which will provide these loyal LEP and their families a measure of much-needed financial support once the Navy has sailed from the colony.

● See also 'Mr Wong's wash-day blues, page 6.



● Members of HMS Tamar's Base Engineering Dept with Mark Lam, Hong Kong Shipyard (back left) and Emma Philpott, a DESG Fast Stream Scientist on placement at Tamar.

Would you Addam and Eve it?

Love is in the air for the Addams Family. Gomez and Morticia have a new baby, Pubert, with the cutest pallor and Pancho Villa moustache. Uncle Fester is sighing over the latest nanny. And even little Wednesday has met a kindred soul during a gruesome holiday at summer camp. Only poor Thing has no attachment, but since he's a disembodied hand he must be used to that by now...

Apologies to anyone for whom the foregoing makes no sense whatever. For their information the Charles Addams cartoons first appeared in 1937, the TV services derived from them started in 1964 and they transferred to the big screen a couple of years ago.

Their latest outing, Addams Family Values, is the first of three RNFC 16mm releases this month. The central gag has always been the reversal of everything that supposed to make up a 'nice family' — e.g. the beginning of the first movie in the series where a bunch of carol singers are busily rejoicing on the Addams doorstep while up above the Family is winching a cauldron of boiling oil into place.

But it's sick humour with a PG-certificate, and everything — well, almost everything — is in the best possible taste. Christopher Lloyd as the love-struck Uncle Fester and Anjelica Huston as the glacial mater familias effortlessly dominate the scene.

More of Anjelica in Manhattan Murder Mystery, about which perhaps the most notable aspect is that it managed to get made at all, considering the various traumas that were happening in the life of its writer/director/star Woody Allen at the time.

It's one of Allen's lighthearted efforts, too, full of comical one-liners, daffy plot developments, and overall a thoroughly cheery piece of work. Allen co-stars with Diane Keaton (together again

after about 15 years) in this tale of a couple who begin to suspect that their neighbour has bumped off his wife.

Egged on by friends Alan Alda — whose gleeful fantasies of mass murder do nothing to boost Woody's waning confidence — and by Ms Huston as a tough-talking novelist with an agenda of her own, they slip into their private eye mode and investigate.

After nearly two hours of Demolition Man, you might want to spend ten minutes or so watching the famous Goldfish Video (not available from the RNFC Library) to calm down.

This is Sylvester Stallone back in action, transported via a plot gimmick too silly to think about to 'San Angeles' in the year 2032.

Screen Scene

Twentieth century psycho Wesley Snipes is already there ahead of him, scything down numerous of the population, and the futuristic setting is mainly notable for allowing the film maker to imagine some extremely exotic weaponry to contribute to the general noise and destruction.

Snipes, sporting a blonde crew cut, cackles and cavort like the Demon King in a Christmas panto, while Stallone mumbles his string of wisecracks, in the brief interludes when he or his stunt double aren't crashing through windows, leaping from burning buildings, etc.

It's essential viewing for action/adventure fans, although the suave Nigel Hawthorne does cut a somewhat incongruous figure amid all the mayhem, cast as the obligatory Brit swine.

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up, and behaves very queerly near the ground. Sands
landed a large Short on the CO's office at Coudekerque
this morning, ripping off the roof and completely wreck-
ing the machine. The CO was fortunately out.

"1 May

Griffin, taking off for Zeebrugge, lost his engine fifty
feet up, and side-slipped into a field on the other side
of the railway. His machine completely crumpled up
with the pilot's seat and engine telescoped. Impossible
to see how he escaped with only a cut face and was
able to walk away with help."

These items are from the diaries of Sqn Ldr Philip Bartlett,
edited by his son and published as *In the Teeth of the Wind*
(Leo Cooper £16.95), which form a very rare account of action
in the Royal Naval Air Service.

Together, they illustrate both the extreme fragility of the
aircraft of the time and the astonishingly robust sang froid
with which their crews treated their highly dangerous calling.

At a time when the life of a pilot was reckoned in weeks, the
author flew 101 missions, enduring the rigours of life at 16,000
feet without heating or oxygen, with hesitant engines, no para-
chutes and the attentions of enemy fighters to cope with —
including, on one memorable occasion, Richthofen's legend-

ary circus.

All this inevitably took its toll on his health. He survived the
war and a period of convalescence only to be posted to Iraq in
1922 — by which time, with the demise of the RNAS, he had
transferred to the newly-formed RAF.

After collapsing with heat exhaustion, he was told by a
medical board that due to his prolonged period of high altitude
flying he had "gone past the breaking point and would never
be the same again."

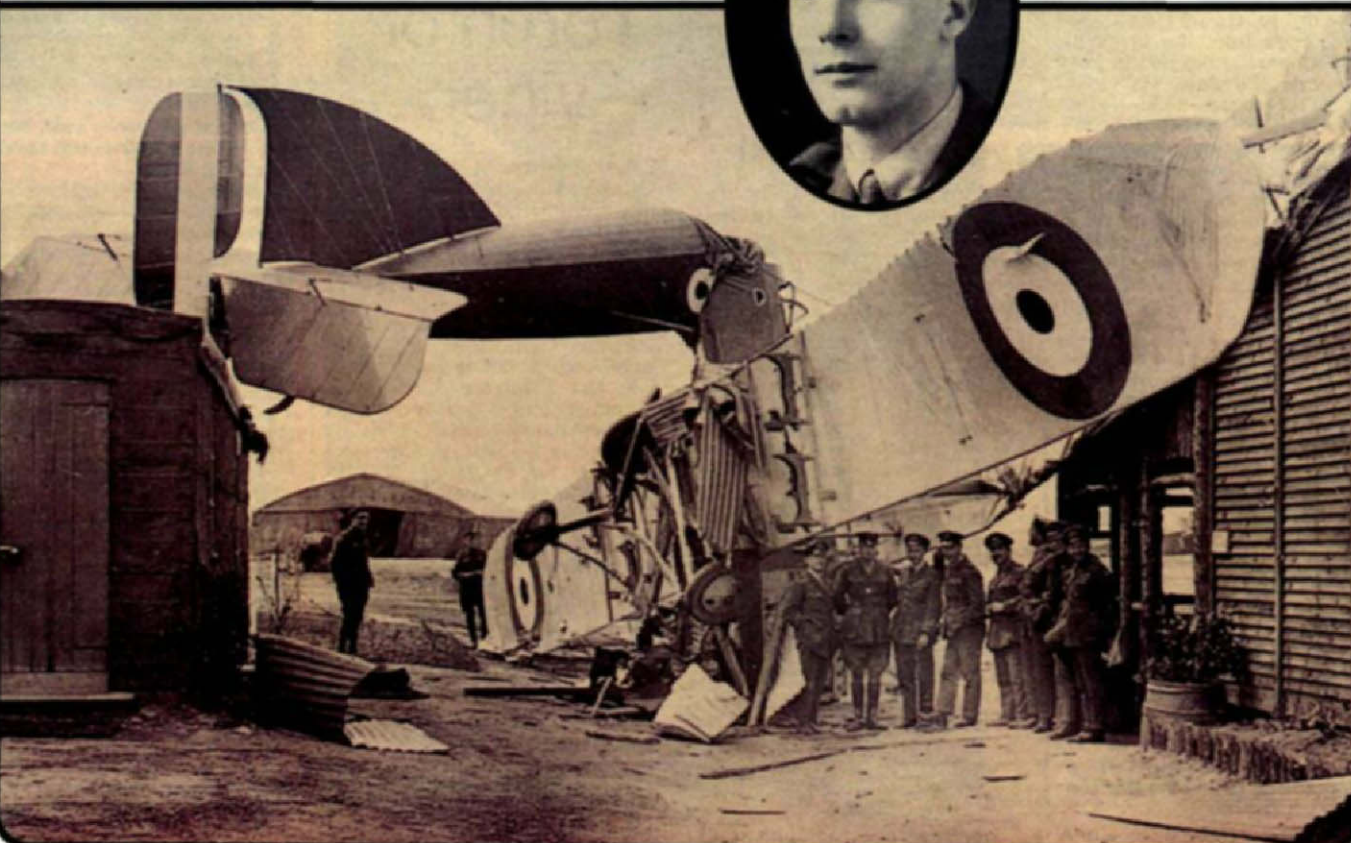
He served another 10 years in the RAF, confined to ground
duties — but he was a born survivor. As his son records: "His
apotheosis came in his eighties when he was invited to be the
guest of the RAF in Singapore for the disbandment ceremon-
ies of his old squadron which had operated as a maritime
squadron in the Far East for 44 years. '5 Naval' had become
205, a flying boat and later a Shackleton squadron, and to the
end retained its links with the sea."

Bartlett himself lived on to 98.

— JFA

● Left: Sqn Ldr (then
Lieut.) Phillip Bartlett
DSC in 1917.

● Below: "The CO was
fortunately out."





Naval life and times

The minutiae of life often make for more interesting reading than the description of great events — it is a pity that they are not so often recorded.

Not surprising, really — people find it hard to imagine that the details of their daily existence will interest anyone else and so historians rely on fragments of correspondence to fill in the corners of the picture.

Samuel Pepys, the first great Naval administrator, is remembered chiefly as a diarist — but the unique record of his life and times he left behind was never intended for publication.

It might be supposed that Captain John Wells had a relatively easy task in compiling *The Royal Navy: An Illustrated Social History 1870-1982* (Alan Sutton Publishing, £19.99), since his period is one of more or less universal literacy, dating as it does from the first Education Act.

A notice in Navy News seeking contributions led to an abundant correspondence with many retired ratings — which is duly acknowledged.

How well will his successors fare, though, a hundred years on, now that letter writing and the keeping of diaries and other ephemera hand over to the telephone and the video camera?

Class distinctions between upper and lower decks were much more apparent, even in comparatively recent times, than they are now. But Capt Wells has vividly described how the exigencies of life at sea

within living memory brought about a wide range of commonality of experience.

For instance, 'Coal ship' was an irksome chore (that) brought officers and men together in a way that no other evolution could achieve."

Assistant Clerk — later Rear Admiral — Noel Wright noted: "All officers and men taking part would be as black as Christy minstrels within an hour of the start and although portholes were invariably kept tightly closed the coal dust descended through the hatchways and ventilation trunks into the messdecks, officers' messes and cabins. It was also a backbreaking job. I remember how weary I felt in November when, with only one watch on board, we had to take in 2,700 tons — a task that took over twenty hours."

Even so, given their low pay, poor diet and uncomfortable quarters — which made for a far wider social divide even half a century ago than they do now — it is hardly surprising that the old-time bluejackets sought refuge in the bottle.

In the circumstances, the excesses of their officers were less excusable — the author sets the record straight here.

Stupified

"Regarded as a fashionable pastime, the habit of heavy drinking by officers... was widespread. Attacks of delirium tremens were not uncommon, as well as chronic disease of the liver, the worst cases being invalidated from the service."

"When serving as a lieutenant Prince Louis of Battenburg recollected the stupefied bodies of midshipmen being laid out in rows on the flagship's upper deck after a gunroom guest night, each batch marked with chalk so that they could be collected by a boat's crew from their ship."

Between 1870 and 1885 Admiralty returns show that 800 officers — 16 per cent of total officer strength — were tried by court martial, the majority charged with drunkenness or associated offences.

Even-handed

This book claims to be the first attempt to record the social history of the modern Royal Navy. Many of the key elements such as the Fisher reforms and the Invergordon mutiny — and latterly, of course, the Falklands War — have already been analysed in depth on numerous occasions — but it is a worthy synthesis and well illustrated, though the sizing and quality of reproduction leaves something to be desired.

It is, above all, generally fair and even-handed in all the issues it addresses.

In summing up, for example, Captain Wells regards the decision to send the former WRNS to sea to have been "a judicious step, one that is being sustained with customary skill and minimal fuss."

But he then sounds a note of warning: "Even so, the Navy must be careful that recognition of social trends and its duty as an equal opportunity employer does not impair its war-winning capability." — JFA

Swinging the lamp

"HMS Newfoundland was Flagship of the Rear Admiral commanding the 5th Cruiser Squadron in the Far East when I joined her as a Midshipman. At the same time some new junior signalmen also joined."

"Soon after we next sailed one of these lads appeared on the Admiral's Bridge. The great man was there and the young 'bunting tosser' approached and saluted him. 'Excuse me, sir,' he said. 'Are you the most important man on board?'"

"The Admiral smiled paternally and said that he believed he was, and added 'I am the Admiral, my boy.'"

"The young signalman replied 'Oh no, sir. It isn't you, I'm looking for the Chief Yeoman of Signals.'"

This anecdote by B. N. Wilson is included in *Hearts of Oak* (Fernhurst Books £9.95) compiled by P. McLaren in aid of maritime charities.

McLaren apologises for the paucity of stories about admirals in his selection — since most modern admirals work ashore in a political and bureaucratic environment, he argues, "another penalty is shortage of genuine characters at the top and good yarns about them."

Obituary

This may or may not be so — but Admiral Sandy Woodward once discovered an attempt to erase him completely:

"The following is the substance of a letter which I received in 1983 from a well-known charity. My secretary hid it from me and I found it only by accident three years later when clearing out some old files."

"Thank you for your kind donation in memory of the late Rear Admiral Sir John Woodward. Your generosity is particularly appreciated at this sad time."

"Few of us are allowed to see our own obituary, much less be thanked in it! It now hangs in my loo."

Admiral Woodward also supplies a foreword to this set of 126 stories, mostly from the post war Navy. Many of them are hilarious — the last two, describing the efforts to safeguard the Kurds from the depredations of Saddam Hussein, are chilling.

— JFA

Torch on video

Latest of the Naval Video Time Capsules video series describes the maritime aspects of Operation Torch.

At the time, November 1942, the allied assault on North Africa was made from the greatest armada in history — 240 merchant ships with 94 naval escorts sailing from the UK and a further 112 merchantmen and 75 escorts crossing the Atlantic from the USA.

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Highlights of this, the eighth selection from the archives of the Imperial War Museum by Roland Smith, are scenes of Force H battleships HMS Duke of York, Nelson, Rodney and Renown, plus the carriers Formidable, Victorious, Furious and Biter.

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MTBs to the last detail

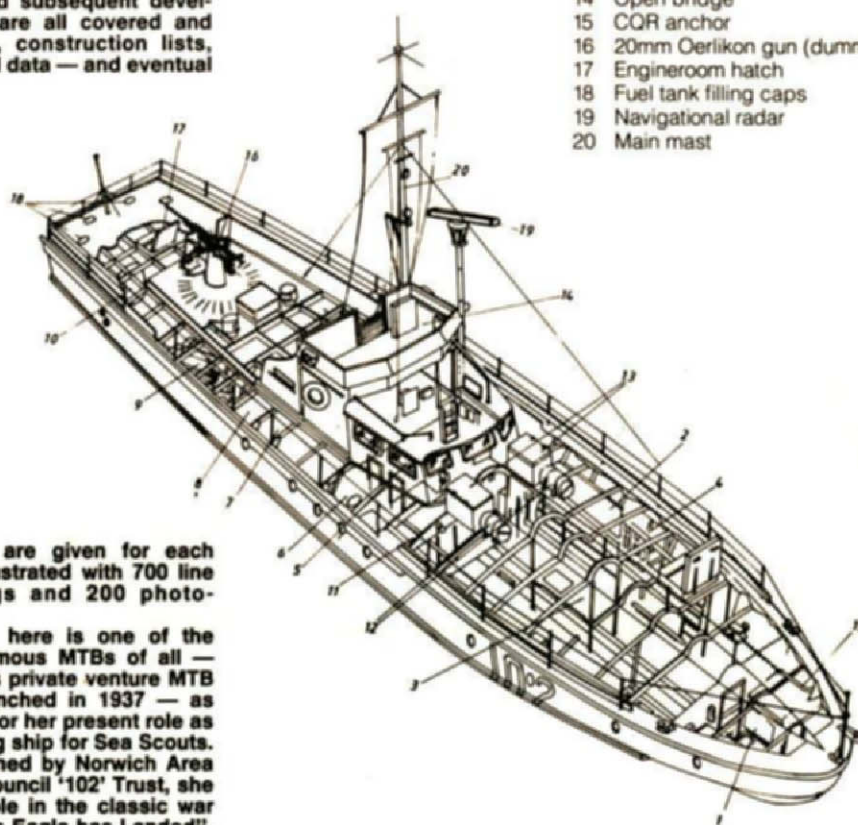
Model makers will welcome Vol II of *Allied Coastal Forces of World War II* (Conway Maritime £35) as John Lambert and Al Ross turn their close attention to Vosper MTBs and US ELCOs.

The major contribution made by coastal forces in the Allied war effort has only lately been fully recognised — yet motor torpedo boats, PT gunboats, launches and submarine chasers served with distinction in every theatre.

This volume covers 16 Vosper MTB designs and the US 70ft, 77ft and 80ft ELCO designs. US-built Vospers supplied under lease-lend are also covered, as are weapon systems and machinery.

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- 7 Wardroom
- 8 Engineer's store
- 9 Engineer room (two Perkins turboscharged diesel engines)
- 10 Fuel tanks (2 x 300gal)
- 11 Cabin
- 12 Eight-man lifeboats
- 13 Storage lockers
- 14 Open bridge
- 15 CQR anchor
- 16 20mm Oerlikon gun (dummy)
- 17 Engineer room hatch
- 18 Fuel tank filling caps
- 19 Navigational radar
- 20 Main mast



fate — are given for each type, illustrated with 700 line drawings and 200 photographs.

Seen here is one of the most famous MTBs of all — Vosper's private venture MTB 102, launched in 1937 — as refitted for her present role as a training ship for Sea Scouts. Now owned by Norwich Area Scout Council '102' Trust, she had a role in the classic war film "The Eagle has Landed". — JFA

Whiff of Ozone

"Surg Capt David Dalgliesh, formerly PMO in HMV Britannia, records some remarkable firsts in his career in his contribution to *Good Health — Stories from the Lives of Pioneers in the Health Services* (Ed Jack Gillespie, Tabb House, £8.95 — all royalties to the Cancer Research Campaign).

He spent the winter of 1949 in the Antarctic — with two companions in a tent seven feet by seven, with 84 days in pitch darkness and temperatures down to the minus 40s.

He achieved what Scott's party tried to do — and failed — in 1911, to preserve series of Emperor penguin eggs, all now in the Natural History Museum.

The intrepid trio are still the only men, living or dead, to have wintered within the Antarctic Circle under canvas.

In 1956 he was back there — building the largest single building then erected in those latitudes to house a party of scientists whose work is now of especial interest.

With the aid of a machine called the Dobson spectrophotometer, they were measuring the ozone layer. — JFA

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At Your Service



Calling Old Shipmates

HM ships Charity (1950-51), Ganges (257/258 classes), Hornet (1951), Bigbury Bay (1952): Ex-Tel Gordon (Jimmy) Green, 17 Vista Close, Hornsby, New South Wales 2077, Australia would like to hear from old shipmates, in particular Tels C. Harold, R. Cross and N. Fox with a view to a reunion when visiting the UK later this year.

HMS Chameleon, Far East (1944-46): L. J. Dobson (0277 219182) and N. Uphill (0225 333068) would like to hear from old shipmates.

HSM Gould, Ceylon (1946) and HMS Tamar (1946): Anyone who knew Coder David Wynne Jones contact Derek Jones, Pen-Y-Darren, Cwmymlog, Aberystwyth, Dyfed SD23 3JE.

RNAS Piarco, Trinidad, Stores and Station football team (1943-44) and HMS Hunter (1944-46): K. W. Mitchell, 99 Rushgrove Ave, Colindale, London NW9 6RG (tel. 081 205 9690) would like to hear from old shipmates.

457 Squad RM, 1946: Stephen Houghton (0869 247194) would like to hear from old shipmates in particular Barber, Barker, Bere, Burgess, Clarke, Cook, Cunningham, Ewing, Grey, Griggs, Hicks, Higham, Holley, Kerr, Lee, McFarlane, Nesbit, Pollard, Sanders, Silvester, Smith, Standen, Stokes, Stewart, Thompson and Timms — a reunion will be held in Plymouth on May 6-8.

HMS ships Emerald, Fortune, Delhi and Carnarvon Bay: Dick Richards, 42 Mounthaird Rd, Stays, Bromley BR2 7PQ would like to hear from old shipmates in particular Tingy, Barnett, Bill Cook, Bill Patience, Alf Cuthbert and Alf Stone.

HMS Troubridge and Collingwood: Ron Harman (0329 287325) would like to hear from anyone who knows the whereabouts of ex-CH LE Mike (Duff) Cooper.

Royal Naval Command Group S: Mr. D. Moss, 43 Redhill Rd, Castleford, Yorks WF10 3AD would like to hear from Dick Bellam, of Norwich, and Jack Gillam, of Glasgow.

HMS Liverpool, Mess S: Ken Lowe, 132 Lundy Rd, Longton ST3 2EF (tel. 0782 326234) would like to hear from George Locke, from Barnstable.

LCI 410 and 384 (1943-44): J. G. Hooks, 53 Kinbrace Rd, Hartlepool TS25 3NR would like to hear from old shipmates in particular Bob Freeman, ex-Seaford Park, Fareham.

HMS Duff: Norman Johns, 3 Chandlers Court, Instow, Bideford, Devon EX39 4RN (tel. 0271 860541) would like to hear from old shipmates with view to a reunion.

HMS Sea Eagle, Londonderry (1949-50): Ronald J. Coleman, Vasa, East Papdale, Kirkwall, Orkney Isles KW15 1UT (tel. 0856 874731) would like to hear from old shipmates with a view to meeting for lunch at Royal Corinthian Yacht Club possibly in July. Contact number for Burnham is 0821 784078.

RNH Stonehouse, QARNNS, V Class, 1971: Pam Dennis, 69 Ronald St, Old Swan, Liverpool L13 2AA would like to hear from old classmates.

HMS London: Would Mr. J. Stevenson who wrote a letter to Navy News in Oct entitled "Lovers in London" contact old shipmate A. L. (Laddie) Cliffe, 15 Brierdene

Rd, Whitley Bay, Tyne and Wear NE26 4NP (tel. 091 2525343).

HMS ships Royal Arthur (1948-49) and HMS Pembroke (1950s): Ronald Tomkins, c/o 3 Garden Close, Ashford, Middx TW15 1LH would like to hear from Wally Walford, a former Sub Lt who lived in Gillingham.

HMS Belfast, Korea (1949-52): Peter (Bob) Lake, 6 Fordway, Crawley, Witney Oxon OX8 5TH (tel. 0993 704831) would like to hear from old shipmates, in particular Wren Mary Parker, with a view to a reunion.

HM ships Ganges, Dorsetshire, Vanguard, Battaxe, Furious, Saxifrage, St Brides Bay: Ben Duffy, 55 All Hallows Rd, Bishopham, Blackpool, Lancs (tel. 0235 354893) would like to hear from old shipmates.

HMS Enterprise (1943-44): H. Standing (0708 761 258) and C. Judd (0375 674 356) would like to hear from old shipmates.

HMS Cassandra: Anyone wishing to form an association contact Bob Sheard, 9 St Albans Dr, Sheffield S10 4DL enclosing sase. Six shipmates met from 1962-63 met in Portsmouth for a mini-reunion.

HMS Bermuda, Simonstown (1948-50): R. R. W. Eales, 16 Hele Gardens, Plympton St, Maurice, Plymouth would like to hear from old shipmates.

HMS Tavy would any ex-crew who recall the rescue of survivors from HMLST 362, torpedoed in the Bay of Biscay by U-744 on March 2, 1944 contact C. Maxwell, LST Club, 45 New Rd, Water Orton, Birmingham, B46 1QP (tel. 021 747 2418).

HMS Harrier (1955-56): Steve Harris, 10 Sandringham Dr, Robina Waters, Queensland, Australia 4226 would like to hear from old shipmates.

HM ships Hawkins and Braganza: Mrs Leah Werth, PO Box 46262, Roosevelt Park, Johannesburg, South Africa 2129 would like to hear from Clive Leonard Lloyd and his wife Vera.

426 Squad RM (1944-45): Taff Williams, 76 The Plashters, Sherrington, Bishops Cleeve, Herts CM22 7NL (tel. 0279 734546) would like to hear from old shipmates with view to a reunion.

HMS Grimsby, Tobruk May 1941: A. C. Smith, 92 Tower Road, Uckfield, East Sussex TM22 1NT (tel. 0825 762790) would like to hear from old shipmates.

HMS Burges would like to hear from old shipmates with a view to attending a reunion in June. Contact D. Benson, 313 Dividy Rd, Bucknell, Stoke-on-Trent ST2 0BJ (tel. 0782 281872).

Skilled Air Mechanic Courses 18F and 19F, 1949: Paul Woolston, Alan Clifford and Don Stokworthy (0935 850715) would like to hear from old shipmates, in particular Derek Venables, Frank Swan and Spud Murphy.

247 Squad RM, 1936: P. J. Meredith, 39 Telford Ave, Leamington Spa, Warks CV32 7HQ would like to hear from old shipmates.

HM ships Eagle (1953-54) and Bulwark (1955-57): Terry (Stacks) Heaps, 19 Harper Court, Whitby, Ontario, Canada L1N 5X8 would like to hear from shipmates from the flight deck crew.

HM ships Fingard, Collingwood and Caledonia (1951-55): Brian Hendy, 6 Upper Heyshott, Herne Farm, Petersfield, Hants GU31 4QA (tel/fax 0730 268571) would like to hear from old shipmates, in particular founder members of the Batchelors Club (Artificer Apprentice version) Peter Patten, Ron Puckey and Brian Thomas and Johnny Wiseman from Collingwood.

Reunions

Pembroke 84 Club: The WO's and Senior Rate Stewards' reunion dinner will be held in HMS Nelson on June 10. Details from WO S. R. Morris, c/o The Wardroom Mess, HMS Nelson.

Ton Class Asn will hold their seventh reunion at The Oldwald/Trearn Hotel, Babacombe, Nr Torquay, on Oct 21-23. Details from Jack Worth, Amethyst, Lerryn, Lostwithiel, Cornwall PL22 0QF (tel. 0208 872552).

North Russia Club will hold their next reunion at The Constitutional Club, Neath, South Wales, on Sept 3. Details enclosing sase from Mervyn Williams, 87 Olive Rd, Oxford, Southampton SO1 6FT (tel. 0703 775875).

HMS Portlock Bay Asn will hold their third reunion at The Regent Hotel, Royal Leamington Spa, on August 27. Details from B. Griffiths, 2 Marlborough Close, Leominster, Herefordshire HR6 8LN (tel. 0568 873595).

HMS Opossum: A reunion will be held at the China Fleet Country Club, Saltash, on May 14. Details from H. Catterton, 27 Rissington Walk, Thornaby, Cleveland TS17 9QJ (tel. 0642 763918).

HMS Windsor will hold a reunion in Windsor on Aug 6-7. Details from Tom Vann, 19 Thurston Rd, Leicester LE4 5PG (tel. 0533 669200).

HMS Arethusa Asn will hold their sixth reunion in Oct. Shipmates from all commissions (1935-50, 1965-89) are welcome. Details from Tom Sawyer, 4 Victoria Rd, Rothwell, Leeds LS26 0AA (tel. 0532 829531).

HMS Nubian (1964-66) reunion will take place at The Sparth Hotel, Clayton le Moors, Lancs, on Aug 27. Details from CPO(OPSI) Micklin on 0329 312067 or 0705 756922.

HMS Vesper Asn will hold their next reunion in Skipton, Yorks, on Sept 9-11. Details from A. Smith, 45 Eckford Park, Wern, Shropshire SY4 5HL (tel. 0939 233081).

Castle Class Corvette (Frigate) Asn will hold a reunion to commemorate the 50th anniversary of commissioning at The Marsham Court Hotel, Bournemouth, on Sept. 2-4. Details enclosing sase from S. G. Taylor, 10 Beach Rd, Witley, West Mids WV13 3DD (tel. 0902 633197).

HMS Venerable Asn will hold their ninth reunion at The Somerset Hotel, Llandudno, on March 24-27 1995. Details from Bas Redfern, 64 Coppice Rd, Talke, Stoke-on-Trent (tel. 0782 784876).

Aircraft Artificers, Keppel Entry 1944: A 50th anniversary reunion will be held at Newcastle-under-Lyme in Aug. Details from Tom Hollands, 33 Evesleigh Rd, Farlington, Portsmouth, Hants PO6 1DJ (tel. 0705 373778).

Colchester Sea Cadet Unit: Anyone interested in attending a reunion contact R. L. Ticehurst, 660 Old Norwich Rd, Ipswich IP1 6LU (tel. 0473 742611).

Fleet Air Arm Trainees, RAF Hednesford, Staffs, 1939: Anyone interested in a reunion contact Ron Swinn, 9 Galsworthy Close, Balby, Doncaster, S Yorks DN4 9DD (tel. 0302 858990).

HMS Picotee, 1941: For details of her last hours and the possibility of a memorial service at Chatham in August contact Mrs D. Walls on 081 856 6481.

HMS Southdown: A reunion will be held at the Ex-Servicemen's Club, Maybury Rd, Woking on May 28. Details from Mr E. Kerr, 60 Leonard St, Bulwell, Nottingham NG6 8RR (tel. 0602 273055).

HMS Eagle Survivors' Asn, 1942, will hold their next reunion at The Royal Sailors Home Club, Portsmouth on Aug 11. Details, enclosing sase, from A. Goodenough, 3 Brimpton Rd, Reading RG3 3HY (tel. 0734 573783).

HMS Gloucester (1939-41): The Fighting G Club will hold their next reunion at The Royal Fleet Club, Devonport, on May 20-22. Details from Mr E. Evans, 3 Lake View Rd, Sevenoaks, Kent TN13 3EH (tel. 0732 456686).

Boon Defence Ratings: A second reunion will be held at The North Riding Hotel, Scarborough, on Sept 23-25. Details from Alf Mumberson on 0302 360378 or Lance Hollingsworth on 0723 369795.

HMS Tattoo (1943-46) will hold their seventh reunion at The Royal Sailors Home Club, Portsmouth, on June 15-16. Details from Arthur (Joe) Rue, 30 East Dr, Blunsdon Ave, Swindon, Wilts SN2 4DP (tel. 0793 724490).

Fleet Air Arm, Tarrant Rushton, Glider

Towing Squadrons, 1944: A memorial service will be held at the airfield on June 12. Details from J. Jackson on 0254 852859.

HMS Ocean Asn will hold their seventh reunion at The Sandringham Hotel, Portsmouth on Oct 15. Details from J. Knowlson, 15 East Ave, Burnage Garden Village, Manchester M19 2NR (tel. 061 224 5582).

HMS Quorn: A commemoration, parade and reunion will be held in Quorn on Aug 6-7 for all commissions (1917-22, 1940-44 and 1989 to date). Details from R. J. Moore, 99 Holywell Dr, Loughborough LE1 3JX.

HMMGB 657 will hold their eighth reunion at The Sydney Hotel, 116 Albert Rd, Blackpool, on Sept 5-9. Details from George Manning on 0737 352427.

Flower Class Corvette Asn will hold their 14th reunion on May 14-15. Details from C. J. Stephens, Orchis, Silver St, South Cerney, Cirencester, Glos GL7 5TS (tel. 0285 860453) or M. D. Raymond, 2 Sperrington, Cirencester GL7 1NA (tel. 0285 658184).

HMS Hermione Asn 1993 will hold their next reunion at The Nautical Club, Birmingham on May 20. Details from Steve Brotherton on 0925 824504.

HMS Antelope reunion will be held at The Antelope Inn, Barton Rd, Hereford on May 28. Details from Bob Hutton, 87 Idle Rd, Bradford (tel. 0274 636636 or 0374 200926).

Chesterfield Sea Cadet Unit, TS Danae, will host Trafalgar Day celebrations and would like former cadets to attend. Details from Mrs Maura Cannon on 0246 278952.

HMS Warspite Asn will hold their ninth reunion at The Hospitality Inn, Southsea, on May 21. Details from Mr R. J. Foster on 0753 653915.

HMS Cossack (1936-41) will hold their next reunion at Goffs Park Hotel, Crawley, on May 7. Details from R. Doring on 0277 364228.

HMS Cairo Old Hands Asn will hold their next reunion at The Union Jack Club, London, on June 7. Details from Jack Harris, 72 St Leonards Caravan Park, Ringwood Rd, Ferndown, Dorset BH22 0AQ (tel. 0202 894121).

HMS Black Prince will hold their eight reunion at Iffracombe on May 6-8. Details from Jan Coles on 0275 845021. New members contact H. Johnson on 0533 857907.

North Russia Club will hold their next reunion in HMS Nelson on May 21. Details from Jack Russell, 2 Wick Lane, Felpham, Bognor Regis, Sussex (tel. 0243 583479). Please enclose sase.

Regulation Branch Asn will hold their first AGM in the WO's and CPO's Mess, HMS Nelson on June 3 and their next reunion at The Whaley Club, Whale Island (HMS Excellent) on Sept 24. Details from the secretary on 0623 795890.

HMS Penelope Asn will hold their next reunion in Blackpool on Feb 17-19 1995. Details from Harry Pugh, 95 Chapel Rd, Chappeltown, Sheffield S30 4SS or Michael Bee, 1 Oddfellows St, Mirfield WF14 9AB.

501 King's Squad RM, 1947: Anyone interested in a reunion contact Mick Stacey, 40 Bucks Cross Rd, Northfleet, Gravesend, Kent DA11 7YS or Ted Gummer, Kota Tinj, 14 Home Orchard, Beauchamp, Taunton, Somerset TA3 6TG.

HMS Decoy (1967-70) will hold their next reunion in Blackpool on April 15-17. Details from D. H. Braithwaite, 9 Moorland Rd, Birkenshaw, Bradford BD11 2BU (tel. 0274 684799).

HMS Mermaid (5th and 12th Escort Group) will hold their next reunion in the WO's and CPO's Mess, HMS Daedalus, on July 23. Details from J. Anderson, 25 Springfield Rd, Scawthorpe, Doncaster, S Yorks DN5 9HT (tel. 0302 784946).

HMS Sheldrake: Anyone interested in attending a reunion organised by Seaford RLA later this year contact V. Mallinson, 7 Vicarage Court, Seaford, Lincs, NG34 7DS. Tel: 0529 307199.

HMS Howe Asn will hold their next reunion at The Royal Sailors Home Club, Portsmouth on April 9. Details from Reg Goldsmith, 28 Hamton Cres, Totton, Southampton SO4 3FA (tel. 0703 862927).

P&O Submariners (1960-94): The fourth reunion will be held at Oak Villa Social Club, Ferndale Rd, Weston Mill, Plymouth on Aug 6. Details from Ken Woods on 0752 341685 (eves).

RN Air Artificers, Effingham Division, Jan 1944: A 50th reunion will be held in Portsmouth on Oct 25. Details from Joe Goring, 130 Gladys Ave, North End, Portsmouth (tel. 0705 660185).

CINCIBERLANT (1988-90): A reunion will be held in The Novotel, Plymouth on Sept 24. Details from Steve May, 15 Stalelands Close, Plymouth, Plymouth PL7 3XJ (tel. 0752 343326).

HMS Faulknor Asn will hold their next reunion at The Royal Sailors Home Club, Portsmouth on May 6-8. Details from Mr C. G. Heuer, 89 Bowers Rd, Thursley, Bournemouth, Dorset BH11 1BH (tel. 0208 756141).

HMS Manchester Asn will hold their AGM at the RMA Club, Wythanshawe, Manchester, on April 16. All those attending please inform the Secretary no later than April 12. Details from Mr L. McDonald, 37 Edmund Rd, Southsea, Hants PO4 0LL (tel. 0705 739384).

HMS Constance (1947-51) Fortyniners Asn: Anyone interested in a reunion on May 6-8 contact Ernie on 0529 413410.

HMS Bruce, Drake Division (1947-48) will hold their next reunion in Crail on May 14-15. Details from Gerry McGee, 30 Woodfield Ave, Portsmouth PO6 1AP (tel. 0705 375781).

HM Orion Asn will hold their next reunion at The Nautical Club, Birmingham on April 22. Details from Grant West, 28 Stretton Rd, Great Glen, Leicester LE8 0GN (tel. 0533 592711).

Isle of Man Joint Ex-Servicemen Asn plans to hold a reunion for all those who served or trained around the Isle of Man. The probable date would be the last week in June 1995. Anyone interested contact E. L. Kissack, 5 Fort William, Douglas, Isle of Man IM1 5BG before May 31, 1994.

RN and RM Old Comrades Asn will hold their 75th anniversary dinner in HMS Flying Fox on April 26. Details from Mr K. E. Fry, 35 Glyn Vale, Bedminster, Bristol BS3 5JD (tel. 0272 669449 — home, 0272 783503 — work).

British East Indies and Pacific Fleets: Following on from the 50th anniversary in Portsmouth on Sept 1-4 1995, plans are now in progress for a return visit to the Far East and Australia in November 1995. Anyone interested in this commemorative tour should contact John Howard, Barrow Travel, 117/119 Dalton Rd, Barrow-in-Furness, Cumbria LA14 1HZ, providing the name of the ship or squadron in which they served. An early reply would be appreciated as the travel company need an indication of the numbers as soon as possible.

HMS Sweetwater Reunion Asn: Regrettably the above association will be holding the last reunion at the Sandringham Hotel, Southsea on April 29-May 1. Details from R. A. Jannaway, 18 Churchfields, Twyford, Winchester (tel. 0962 713776).

HMS Suffolk will hold their first reunion in London on 23rd April. Details from Mr. A. E. Emanuel, 1 Channon Court, Maple Rd, Surbiton, Surrey (tel. 081 390 5763).

Naval Control of Shipping will hold a reunion dinner in HMS Dryad Sept 9. Details from Cdr Judith Swann, RNR, HMS Sherwood, Chalfont Rd, Nottingham NG8 3LT (tel. 0902 296373).

RNAS Arbroath (1940-71): Anyone interested in a reunion in Arbroath in June or Aug 1996 contact C. Davis, 126 Bellevue Gardens, Arbroath DD11 5BH (tel. 0241 879068).

HMS Nelson: The ninth reunion for those who served in the battleship will be held in the Victory Club, HMS Nelson, Portsmouth on May 14. Details from George Treadwell, 31 Clyde Rd, Gosport PO12 3DN (tel. 0705 521504).

HMS Foley (K474) will hold their next reunion at The Bona Vista Hotel, Blackpool on Oct 21-23. Details from Frank Bee, c/o 67 The Esplanade, Fleetwood, Lancs, FY7 7AA (tel. 0253 738000).

HSM Chinkara, Cochintooty (1944-46): The next gathering will be at the St Ives Hotel, St Anne-on-Sea, Nr Blackpool, on June 13-16. Details and hotel bookings proforma from RPO Office, Malkin Cottage, Blackpool Old Rd, Li Eccleston, Preston PR3 0YQ (tel. 0995 670495).

Russian Convoys Club: A new branch covering Hants and surrounding areas has been formed. Interested members contact Roy Harrison, 211 Segensworth Rd, Titchfield PO15 5EL (tel. 0489 573317).

HMS Formidable Asn will hold their eighth reunion at The Donnington Thistle Hotel, East Midlands Airport, Derbyshire on Sept 16-18. Details from Les Banks, 32 Edinburg Dr, Rushall, Walsall, West Midlands WS4 1HR (tel. 0922 29669).

Mountbatten WRMS HQ SACSEA Delhi/Kandy/Singapore: A reunion has been arranged at The Regent Palace, Piccadilly, London on June 4. Details from Betty Wilmoth or Pam Harris on 051 648392.

HMS Attacker, 886 and 879 Sqs will hold their next reunion in Birmingham on

May 12. Details from R. Phillips, 243 Kemp-

HMS Caledon, Mediterranean 1944: A reunion of the US Coast Guard Cutter Campbell Association will be held in Charleston, South Carolina, USA on May 22-24th and members would like to invite or hear from those who served in HMS Caledon. Details from David Blum, USCGC Campbell Association W32, 8341 Sands Point Boulevard, Tamarac, Florida 33321, or USA or J. A. Williams, Eminent, 39 Belgrave Dr, Anjaly Rd, Hull HU4 6DR (tel. 0482 508984).

HMS Constance Asn will hold their next reunion at the RMA Leamington on June 11. Details from S. R. A. Harding on 0268 684619.

HMS Quailcum (1941-45): A reunion will be held in Portsmouth on June 3-6. Details from Stanley Ross on 0224 722233.

HMS Commonwealth, Kure (1945-47): A reunion will be held in Blackpool in June. Details from Eric Buckner, 12 Freshfields Court, Carlisle, Cumbria CA1 2TT (tel. 0228 514570).

HMS Upholder will be holding a decommissioning dinner-dance at the Duke of Cornwall Hotel, Plymouth on May 27. Details from Lt S. R. A. Murphy, HMS Upholder, BFPO 413.

Saint Barbara Asn: The annual gunnery officers' dinner will take place at HMS Dryad on May 27. Details from The Secretary, Saint Barbara Association, HMS Dryad, Southwick, Fareham PO17 6EJ (tel. Cosham 210533 ext 4356).

HMS Lookout will hold their fourth reunion in Burnley on May 13-14. Details from Bob Taylor, 5 Milton Rd, Radcliffe, Lancs M26 3GS.

HMS Vigo (1949-52): The first reunion will be held at The Royal Fleet Club, Devonport in July. Details enclosing sase, from Bob Taylor, 25 Poolhouse Rd, Great Barr, Birmingham B43 7SL (tel. 021 357 7008).

HMS Ramillies Asn will hold their next reunion at The Sandringham Hotel, Southsea on April 23-25. Details from Eric Marks, 3 Kendal Ave, Thornton Cleveleys, Lancs FY5 2LY (tel. 0253 826300).

Benbow Division, FAA Apprentice Entry, Sept 1941: A "passing-out" reunion will be held in Newcastle-under-Lyme on June 25-26. Details from M. W. Harrington, 9 Waymead Close, Chertsey, Surrey KT16 8PQ or J. Fowler, 33 Ashford Crescent, Ashford, Middx TW15 3EF.

457 Squad RM 1946 will hold their second reunion at The Royal Fleet Club, Plymouth on May 6-8 (see also Calling Old Shipmates). Details from Stephen Houghton on 0869 247194.

HMS Ocean Asn will hold their AGM at The Nautical Club, Birmingham on April 30. Details from J. Knowlson, 15 East Ave, Burnage, Manchester M19 2NR (tel. 061 224 5582).

HMS Barham Asn will hold their next reunion at The Royal Sailors Home Club, Portsmouth on May 21. Details from Percy Culham, 41 Roedean Rd, Worthing BN13 2BT (tel. 0903 263350).

HMS Consort Asn will be holding their next reunion in Plymouth on April 30. One of the guests will be Mr R. G. M. Wedderburn, a consultant surgeon who at the time of the Yangtze Incident in April 1949, was resident in Nanking and who treated those who were wounded by Chinese gunfire. He would be pleased to meet those who received his attentions in Shanghai. Details from Ron Howell, 10 Skipton Close, East Hunsbury, Northampton NN4 0RB (tel. 0604 765857).

HMS Bicester L34 will hold their next reunion at the Littlebury Hotel, Bicester on June 4-5. Details from Mr and Mrs Ben lies, 27 Inhurst Way, Tadley, Nr Basingstoke RG26 6DF (tel. 0734 813107).

Telegraphist Air Gunners Asn will hold their next anniversary memorial weekend at HMS Daedalus on May 14-15. Details from Stewart Crawford, 27 Glenville Gate, Busby, Glasgow G76 8SS (tel. 041 644 5080).

HMS Telford, Singapore (1965-66) will hold their next reunion in Sheffield on May 7. Shipmates from Greatford and Ickford are also welcome. Details from Colin "Panch" Brett on 0302 883331 or Phil Waite on 0302 810314.

HMS Dainty Families Asn: The closing date for bookings for the reunion at the Hilton National, Portsmouth on Oct 15 is April 30. Details from Pete J. Hillman, 15 East Mead, Pagham, Bognor Regis, West Sussex PO21 4QT (tel. 0243 265901).



Norfolk renews old friendships

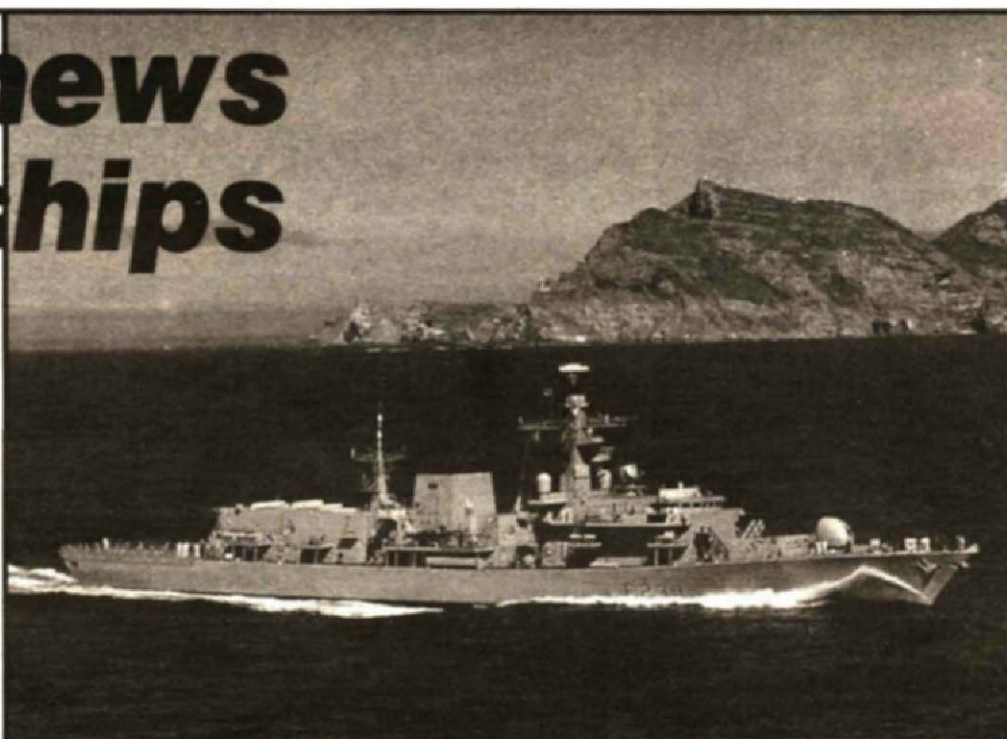
"A momentous occasion", reports Shipmate Terence Banks, chairman of the Cape Town branch, referring to the visit of HMS Norfolk to South Africa, the first time an RN ship docked in the city's Victoria Basin in almost 20 years.

Among the large crowd waiting on the jetty to welcome the Norfolk and her supply ship, RFA Grey Rover, were many excited members of Cape Town branch, led by vice president, Shipmate Gordon Andrew.

For Shipmate Andrew it was like meeting a long-lost friend. As a Leading Seaman he had served in the wartime HMS Norfolk and met his wife while the ship was undergoing a seven-month refit in Simon's Town.

Many memories were recalled during the Norfolk's four-day visit and many new friendships formed. There was a huge welcome everywhere for the ship's company many of whom were entertained in the homes of members of the Cape Town branch who, in turn, were entertained on board the Norfolk.

● Right: HMS Norfolk sails around the tip of the continent of Africa en route from Cape Town to Simon's Town.



Veteran crosses the bar

Shipmates from Dorking have paid tribute to one of their most esteemed members, Joseph Murray, who died recently aged 97.

Joseph was one of the last survivors of both the Gallipoli and Western Front campaigns and lived cheerfully and uncomplicatedly at Rose Hill Nursing Home despite his disabilities.

He had joined the RNVR as a sailor but soon found himself in khaki as a Royal Naval Division (Hood Battalion) sailor/soldier, involved in Winston Churchill's attempt to "force the Dardanelles".

After the naval bombardment of the Gallipoli Peninsula had failed to dislodge the Turks these "troops" went into action on shore, joining the Royal Marines and the Australian and New Zealand Army Corps. Joseph miraculously survived and later wrote of his experiences in his book "Gallipoli As I Saw It".

His second published work, "Call To Arms — From Gallipoli To The Western Front", recalls how the Royal Naval Division's Battalions which survived Gallipoli were regrouped and sent to fight in the trenches on the Western Front.

Acting Leading Seaman Murray was wounded at the offensive on the River Ancre during the fighting and, more seriously, at Gavrelle in 1917. He came home to an English war hospital and was later discharged from the RNVR.

Later on in life, despite encroaching blindness, Joseph continued with his diaries and research into all things connected with the First World War. Most of his unpublished papers and tape recordings of reminiscences are in the Imperial War Museum archives.

Georgia on their minds

The male voice choir of Royal Leamington Spa deserve congratulations on being invited to visit Atlanta, Georgia, over the Easter period to sing with The World Choir.

They will join 5,000 other choristers and will, no doubt, match the excellent performance they gave when they sang with The World Choir in Cardiff Arms Park in May, last year.

Bexhill-on-Sea

The launch of a new branch is always a happy occasion and the commissioning of Bexhill-on-Sea on January 27 proved no exception. A packed meeting witnessed the ceremony performed by shipmate Kay Warrington, national council member No.3 Area. The branch set sail with 50 members and won a vote of thanks for vice chairman shipmate Arthur Ellis for his hard work in bringing the branch to life. Negotiations are well under way for a permanent meeting place, details of which can be obtained from shipmate Ellis on 0424-224642.

Brereton

The Brereton branch are having a First Day Cover produced for the 50th anniversary of D-Day, the profits from which will go to charity. As only 100 envelopes will be available at £3 each it will be a case of "first come, first served". Further details from Shipmate H. James, 21 Little Oaks Road, Aston, Birmingham B6 6JY (tel: 021-3272479) — cheques payable to D-Day 50 Fund.

Dhahran

Members of Dhahran branch gave a warm welcome to the ship's company of HMS Glasgow when she paid a visit to Dammam Port, Saudi Arabia. Thanks to sponsorship by British Aerospace, many sporting and social activities were arranged for the visitors including "up-homers" and barbecues organised by members of the branch. They, in turn, were invited on board the Glasgow where they were royally entertained.

Beccles

Members of Beccles branch are delighted that Shipmate Richard Ling has accepted the invitation to become branch president. A native of Beccles he served during the war on Atlantic Convoys and in the Far East in HM ships Empress, Indomitable and Jamaica. He will be assisted in office by vice president Shipmate Joyce Jones who, as a nursing sister with the

Branch News

QARNNS, served throughout the war in the RN Hospital, Chatham.

Blandford

A weekend at the Imperial Hotel, Plymouth, with a banquet on the evening of April 23, is how shipmates of Blandford celebrated the 40th birthday of the branch. Of the six founder members, only Shipmate Roy Adam has survived to see the big day. Recalling how the branch was formed, he tells of his homeward journey to Pimperne in 1951, when he spotted a familiar figure, Master at Arms Bernard Congdon, who was serving in HMS Patroller when Shipmate Adam took passage in the ship from Ceylon. The pair quickly became friends and in due course recruited sufficient shipmates to form the branch which com-

missioned on March 16, 1954. Its first president/chairman was Admiral Sir Desmond McCarthy, C-in-C South Atlantic. He was succeeded by Capt. Charles Hammer whose widow, elected president in 1975, still holds office.

Cromer

The unique comradeship between those who served at sea during the Second World War brought Capt. Rupert Lonsdale, CO of the wartime submarine HMS Seal, from his Malta home to attend the funeral of his former coxswain, Shipmate Warwick "Joe" Higgins, founder member of Cromer branch. Shipmate Higgins was among 60 crew members of the Seal who, with Capt. Lonsdale, spent five years as prisoners of war after the submarine surrendered in May 1940. The incident resulted later in a controversial court martial but, to the delight of the crew (only eight survive today), they were totally exonerated.

Peterborough

Shipmate Pat Rate and Angela Joy of Peterborough branch attended a service in the WRNS church, St Mary Le-Strand, London, to mark the 50th anniversary of the sinking of the SS Khedive Ismael, with a loss of 1,297 lives. Among those on board the troopship were 86 young women, some in their teens, from the WRNS and the Army Nursing Service. A wreath was laid in their honour and a memorial candle dedicated. The service was conducted by the Venerable Michael Bucks, Chaplain of the Fleet.

Honiton

Apologies to Honiton branch and the RNA concerning a report in last month's Navy News — The Yardarm is not a branch newsletter but the official and professionally-produced magazine of No. 4 Area. There are some 3,000 copies printed and published and it is distributed as far afield as Australia, Canada, South Africa and New Zea-

land. The Prince of Wales and The White House in Washington, USA, are also on the mailing list. Honiton's branch newsletter, meanwhile, is called The Ditty Box.

Horsham

Members of the branch welcomed Shipmate Gordon Lowery, chairman of No. 3 Area, and friends from the RAFA Club, to a highly-entertaining presentation and talk on the history of Portsmouth and the Royal Naval Dockyard. Aided by a detailed model of the dockyard and ships as it was in July 1939, one of the members, Shipmate Mike Ross, fascinated the assembled company with his knowledge of the Royal Navy of the past.

SHIPMATES GATHER FOR ANNUAL MEETINGS

Having battled through the snow, the 19 members who turned up for Torridgeside annual general meeting (eventually abandoned) did not have a wasted journey.

The occasion was used to present Shipmate Len Husband, retiring after 17 years as secretary, with a life vice presidency, with fitting memento of his loyal service — a barometer.

A surplus of £2,752, due to a generous bequest, was the good news for shipmates at the Swindon annual general meeting. Good news also for shipmate Percy Dunn, survivor of the wartime HMS Southampton and the club's hard-working "Mess-Deck Dodger", who was elected "Shipmate of the Year". The officers are as follows: Rear Admiral Anthony Davies (president), D. Simpson (vice president), S.W. Brooks (chairman), G. Morgan (vice chairman), Mrs F.E. Fowler (secretary), N.A. Alley (treasurer), J. Green (welfare), and E.H. Brown (PRO).

The Cwmbran branch re-elected chairman, Shipmate John Davies and the following shipmates as officers — W.

Sullivan (secretary), R. Denning (treasurer). The branch meets on the second and fourth Tuesdays of the month at the RAFA club, Forge Hammer, Cwmbran and welcomes new recruits.

Though it was an unsettled year for Torbay, shipmates turned out in strength for their annual general meeting and were pleased to hear that the branch recruiting drive netted six new ex-Navy members and seven associate members. The new committee and officers were elected — J. Hopper (president), P. Brown (vice president and secretary), R. Davenport (chairman), I. Turnbull (vice chairman), E. Hemmings (treasurer), R. Riach (social secretary), H. Dutton (welfare) and S. Hemmings (PRO).

Welcome visitors at the Hanworth meeting were the General Secretary Capt. Jim Rayner and No. 1 Area chairman, Shipmate Dave Harding. The outgoing chairman, Ship-

mate Arthur Skilling, was thanked for his work in office over the past five years. He is replaced by Shipmate Frank Kettle and Shipmate Ray Ellis, as vice chairman.

At the Paddock Wood meeting shipmates met their new vice president, Lieut. Simon Preston RM (rtd) who is a descendant of Admiral Nelson's family.

A successful fund-raising year was reported at the Wisbech meeting with a total of £2,636 spent on welfare including donations to naval charities.

There was a good attendance at Redruth and Camborne annual general meeting and a good report on branch finances from Shipmate Bob Lewry. Branch president, Shipmate Jack Harvey, praised members for their hard work resulting in a very successful year. Shipmate chairman, John Bennetts also expressed his thanks.

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BRUM GETS UP TO SPEED . . .



After suffering several major setbacks in the preceding six weeks, HMS Birmingham sailed from Plymouth for the Eastern Mediterranean and Adriatic.

In early January she had suffered sabotage which resulted in a gas turbine and diesel generator having to be replaced. A great deal of help from the engineering staff at Portsmouth Dockyard ensured she sailed for an intense pre-deployment training period at Portland and then on through the south western approaches for her final test.

However, the planned firing of the ship's Sea Dart missile was postponed when the destroyer had to return to Plymouth for urgent defect rectification to the missile system.

HMS Birmingham did successfully prove her missile system against a remotely-launched jet-propelled target 50 miles off the north western corner of France. Three days later she briefly called at Gibraltar to refuel, ammunition and store ship. This also gave the ship's company a chance to make final phone calls home.

HMS Birmingham is now once again fully operational and has rejoined other NATO warships under the United Nations flag to enforce the economic embargo against the former Republic of Yugoslavia.

● In May of last year HMS Birmingham had been due to participate in the Battle of the Atlantic celebrations. However, she was diverted to the Adriatic to augment embargo operations as part of the Standing Naval Force Atlantic and was the first ship of the NATO Squadron to arrive.

In the six weeks that the ship was on patrol she conducted 43 merchant vessel boardings using rapid rope insertions. Now, as then, Birmingham is fully prepared to take part in whatever operations are necessary to enforce UN resolutions against the former Yugoslavia.

See also Ships of the Royal Navy on page 5.

Fishy business

Now undergoing a period of maintenance HMS Brocklesby has ceased Fishery Protection duties and handed them over to HMS Quorn.

Her spell of looking after the nation's fishfingers and cod cutlets, saw members of the ship's company conducting some 150 boardings — not exclusively in sympathetic sea states or involving wholly enthusiastic skippers.

The ship took the opportunity of visiting Yarmouth, Falmouth and Torquay. Sumptuous hospitality was enjoyed at the Brocklesby's

affiliated port of Grimsby.

Whilst there, members of the ship's company were entertained by residents of Nelson House. The ship, in turn, played host to them and also to members of the local Fire Brigade and Sea Cadet Corps.

An inter-mess quiz enlivened quieter periods on board and the for'ard Junior Rates Mess proved the eventual winners.

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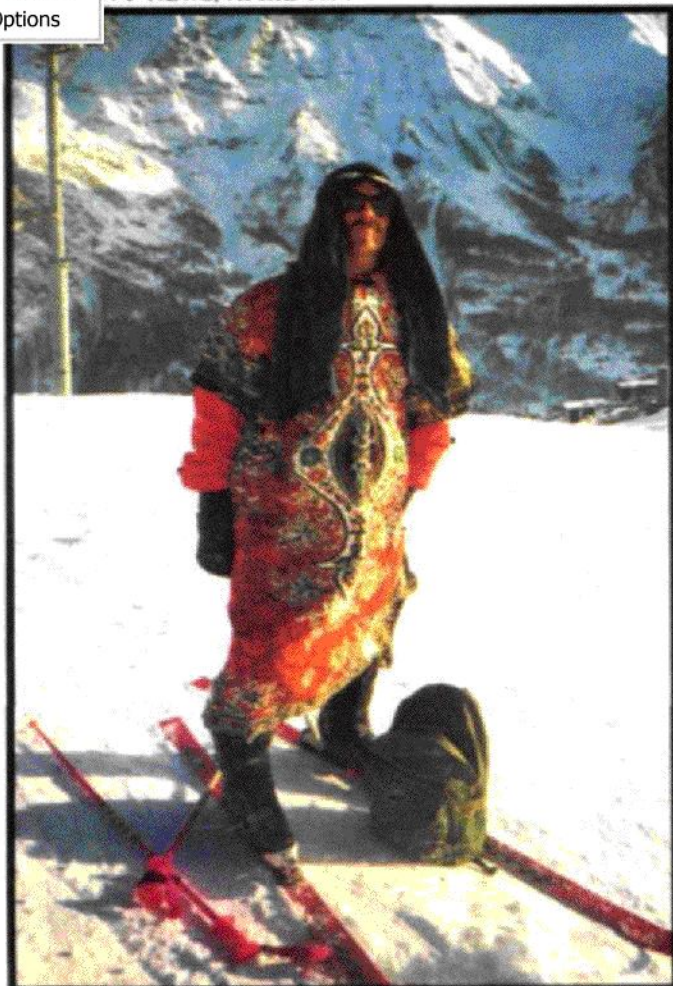
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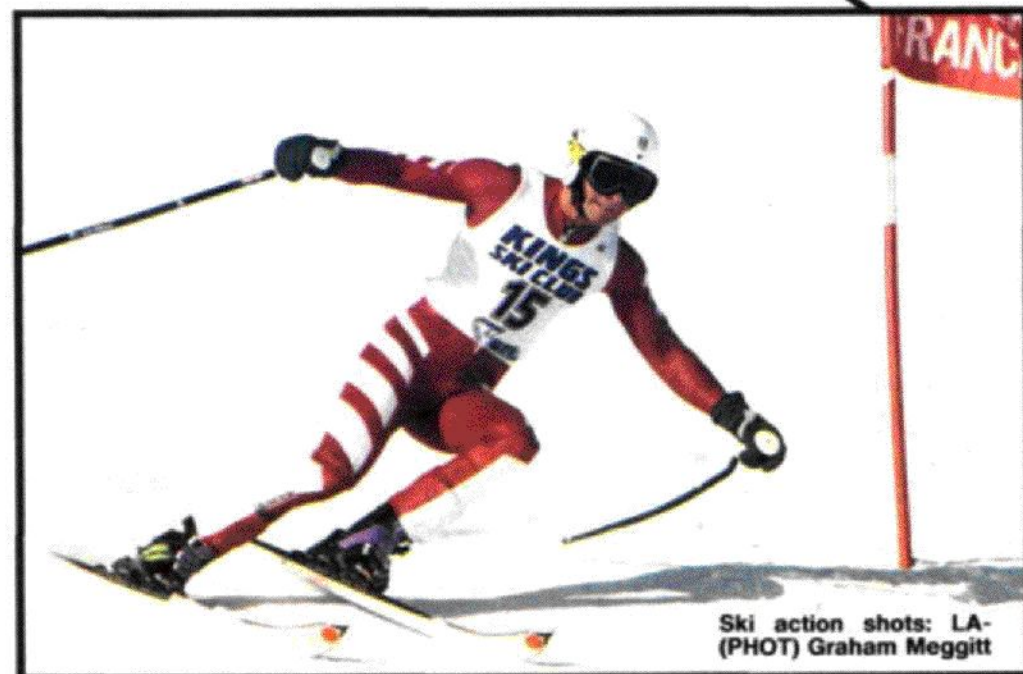
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Above: Fancy skiing by six members of the Royal Marines Reserve Bristol saw them finish second in the team slalom (just a second behind the winners) and seventh in the giant slalom. One of them, Cpl. Steve Pearson, decided to indulge in a little fancy skiing of his own.

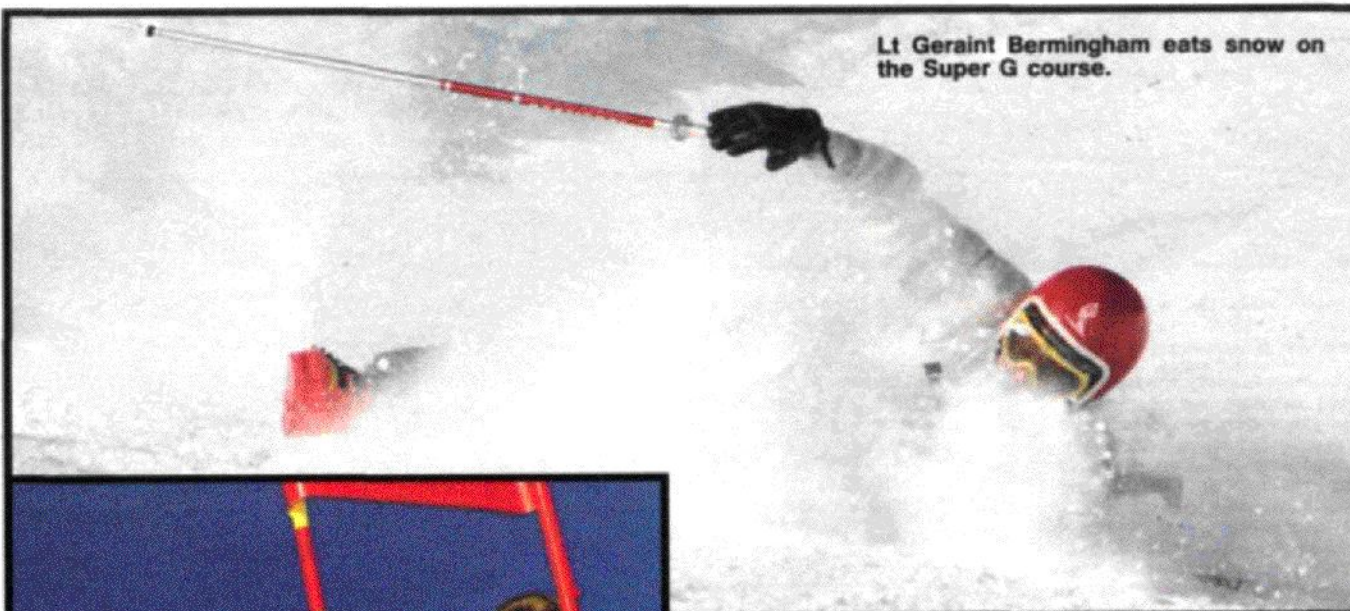


Above: Plymouth's Lt Jenkins in action on the Super G, while (below) LPT Jason Wallace takes on the challenge of the same event. Circled (right) is Lt Jeff Choat on his way to winning the slalom, and squeezing past a gate (above right) is RN Women's champion, LWREN Andrea Hart.

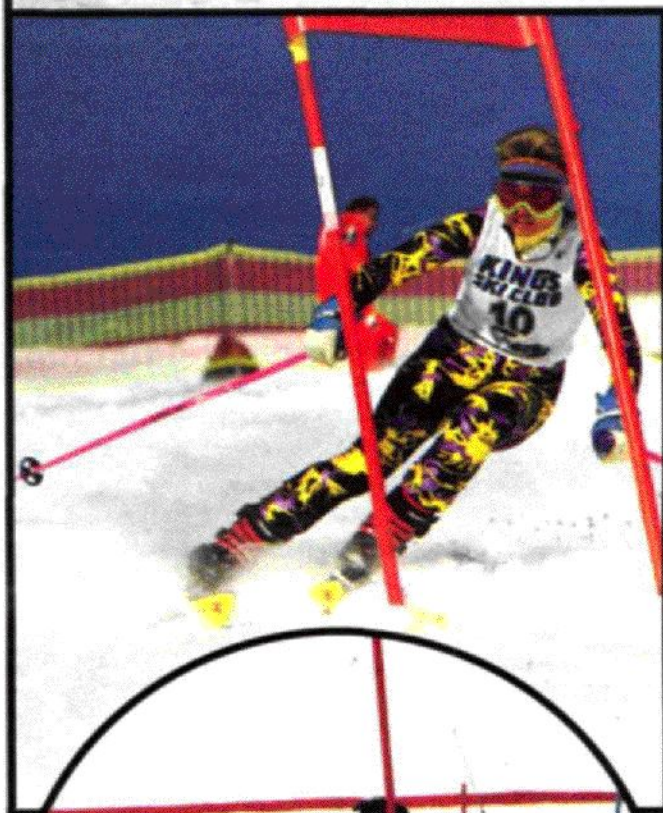


Ski action shots: LA-(PHOT) Graham Meggitt

Ups and downs and . . . THAT'S



Lt Geraint Bermingham eats snow on the Super G course.



Held in Orcières-Merlette in the southern French Alps, the 1994 RN Alpine Ski Championships were organised by Lt Neil Riches and attended by more than 300 personnel.

After a week's team training, racing took place in the second week and the programme was intense, with up to three different races being staged each day.

Competition was fierce, especially for the skis donated by Kings Ski Club. Individual Giant Slalom winners were Mne Ross Barbour (expert), Lt Arthur Mitchell (advanced), Mne Ev Young (intermediate) and AEM Nick McGerty (basic). For the Slalom — Lt Jeff Choat (expert), Lt Mitchell (advanced), Mne Young (intermediate) and CPO N. Hillier (basic). Overall non-expert category winners were Ev Young (Andy Baird Salver) and Lt Kate Fairburn (Thorley Trophy).

The Inter-Ship/Establishment events included a team slalom race this year as well as the usual Giant Slalom. In the GS, the major ship/est winners were HMS Heron (A teams) and Comacchio Group (B teams). For minor ships and establishments, RMR London won in the A teams and 819 NAS in the Bs.

Slalom results were: major ships/est — RNEC Manadon (A teams) and Heron (B teams). Minor ships/est — 772 NAS (As) and 819 NAS (Bs). Overall winner of both events was — major ships and est A team HMS Centurion; minor ships/est A team RMR London.

The Inter-Command event saw the usual rivalry between the Royal Marines and Naval Air, with the other Commands contesting the rest of the places. An RNR Command

team took part for the first time in several years.

Novice winners were Mne L. Clinton and Jackie Tooes, while the top beginners were Paul Read and Christine Wood, who also won skis.

Organisers wish to thank all the sponsors — Kings Ski Club, Land Rover UK, NATO Audi Cars, DNPTS, the Sailors and Fleet Amenities Funds and all who supported individual teams.

Patron, the Duchess of York, flew to Tignes for the Inter-Service Ski Championships, but was able to pass only a couple of prizes Navywards this time. Lt Viv Price was third in both the ladies GS and SGS events. Best of the RN men was Jeff Choat, who had to settle for 24th overall after a mishap in the Slalom. In spite of injury, Viv Price finished 7th lady overall.

This was a disappointing end to racing, albeit against top competition — including the Italian Alpini and Russian Army.

Sponsors of these championships were Portakabin (major sponsor), Courage, Beefeater Gin, Willis Coroon, Land Rover, BAOR Sports Board, Moët et Chandon, and CSWSA.

Honours were even at the start of the 1994 season in the Inter-Service Cresta Championship — each team had won the Prince Philip Trophy 13 times — so rivalry was intense.

Cresta riding is done head first and from a standing start most Service riders propel to between 70 and 80 mph by the finish of the ¼ mile long track. The average gradient is 1:7, but at its steepest it plunges to 1:2.4 and the run includes 10 banked bends.

Navy novices LD Mike Maddick and AB(D) Sid Lawrence both made excellent progress, qualifying to ride from the top within a week. The more experienced riders amply demonstrated their mettle in several open international races held during the team's time in Switzerland.

Mne Dave Wiltshire, team captain Cdr Andre Osborne and Lt Cdr Rob Andrews took 4th, 5th and 6th places (from 50) in the Marsden Cup, for example. Rob also won a special prize for fastest performance on a traditional toboggan.

Personal bests continued to fall, but so

did Lt Phil Ireland, the coach, sustaining a shoulder injury in an exit from the course.

With only seven RN riders to choose from for the six-man squad for the big race, Andre had the unenviable task of deciding who to leave out. In the event it was Sid, who, nevertheless, went on to finish fifth in the Harland Trophy (for reserves and ex-Servicemen).

In the Inter-Services proper, first RN rider, Lt Andy Mills, crashed at Shuttlecock. Despite the pressure the remaining five clocked up personal bests on their second rides. It was an outstanding team effort, but not enough. The Navy came second to the RAF by a margin of five seconds over an aggregate of 168.

Individually, the Navy took 2nd, 4th, 7th, 8th and 11th places; a heartening and auspicious result.

All in the squad express sincere thanks to Julian Tregoning and Save and Prosper for the ongoing sponsorship which allows proper training and the maintenance of an "all ranks" team. Thanks also to Ford, who through Vosper in Plymouth, lent the squad an invaluable 4x4 Ford Maverick.

anything but piste and quiet

SNOWBIZ!

Despite being beaten into third place by the other two Services, the Royal Navy and Royal Marines Bobsleigh Team distinguished themselves by producing some excellent results during the Fosters' Inter-Services Bobsleigh Championships.

These took place at Igls, near Innsbruck in Austria, in perfect conditions. As ever in this competition, rivalry was intense but friendly and the racing was highly competitive.

The team believe they were beaten by the superior equipment of the Royal Air Force and Army, particularly the sleigh runners, which can make a difference of half a second per run. They are planning to obtain some new equipment for next year and also hope to be able to run a crew on the international circuit if suitable sponsors can be found.

Many thanks to Trafalgar House Construction for their generous sponsorship of the team.

Royal Navy results were as follows: RN Champion — Cpl Craig Elliott; Brakeman's Trophy — AEM Lee Wafford; Novice driver — LAEM Steve Day; Novice brakeman — LAEM Mick Lysle-Taylor.

● Pictured inset (top right) is POAEA Chris McCulloch (driver) in action. Brakeman POMA Rory O'Connor is in the bobsleigh behind him. Above left: AEM Lee Wafford and Cpl Craig Elliott perfect their starting technique.



For the Senior Service Cpl Craig Elliott and LAEM Steve Day in particular showed themselves capable of driving at high level, while brakemen AEM Lee Wafford and LPT H. Harrauld finished in second and third positions respectively in the brakemen's competition.

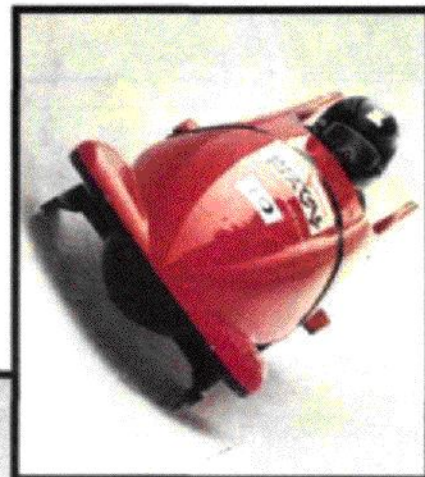


Left: Rear Admiral Malcolm Rutherford, President of the RN Winter Sports Association, about to dispel any thought the position is just a sinecure. If he looks thoughtful, it's because no more than a boot separates him from his first descent of the breathtaking Cresta Run. And he lived to tell the tale!

Below: Lt Cdr John Lewis grinds his teeth and successfully negotiates the Cresta Run's Shuttlecock Corner. Another RN competitor, AB(D) Sid Lawrence, reached Shuttlecock in a personal best time then went out of control, riding over the lip of the banked corner and on to the top of the ice wall — only to execute a remarkable "save" and regain the track!



Above: The RN/RM Bobsleigh Team pose with a fitting backdrop of mountains. Standing (l-r) are Lt Grassy Meadows (Heron), AEM Lee Wafford (Warrior), LPT Mark Harrauld (Heron), POMA Rory O'Connor (Haslar), LAEM Mick Lysle-Taylor (899 NAS), LAEM Steve Roche (899 NAS), Cpl Craig Elliott (CHOSC) and Lt Cdr Jim Devine (CINCNAVHOME). In the bob is Lt Sean O'Callaghan (Haslar), flanked by LAEM Steve Day (845 NAS) and POAEA Chris McCulloch (RAF Wyton).



Navy News

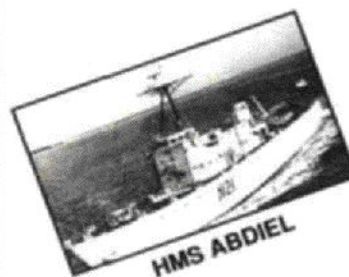
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End of the RNXS — but their talents live on

The Royal Naval Auxiliary Service disbanded on March 31 after 32 years in support of the Naval Control of Shipping organisation.

The RNXS developed out of the Royal Navy Minewatching Service — marking the shift to its latterday prime function, which actually had its origins in the Corps of Sea Fencibles, formed in the Napoleonic Wars.

Then the Fencibles were tasked with defending ports and rivers and supporting Naval shipping — for a free uniform and a shilling a month.

In 1962 60 RNXS units were formed, covering all the strategic ports around the UK seaboard, with some 2,700 volunteers and 12 little ships, including Fleet Tenders and P20 patrol boats.

After over 30 years of giving freely of their time in support of the Navy, the end of the Cold War rendered them superfluous to defence requirements, though — and the order came to stand down.

In a tribute to the RNXS, First Sea Lord Admiral Sir Benjamin Bathurst told Navy News he "fully appreciated the sadness with which everybody received the news."

"I want to place on record the Board's thanks for all their efforts over the years."

"During the Gulf War we had 30 members of the RNXS closed up at HMS Centurion in the Casualty Co-ordination Centre — which showed the flexibility of these very willing volunteers."

"Other incidents they've been involved in include the Torrey Canyon incident in 1973, when RNXS craft were called into help with pollution control."

Instructors

"They were also involved with the Pacific Glory fire off the Isle of Wight — and when we lost a Tornado off the Welsh coast in 1992 they turned out then."

"On so many occasions, such as the Silver Jubilee or the Battle of the Atlantic commemoration in Liverpool last year, they have been a tremendous contributor to every aspect of Naval business."

"I particularly welcome the fact that some of

them are transferring to the RNR. Others are joining the Sea Cadet Corps as instructors — and 150 of them have volunteered to assist the Chatham Royal Dockyard Historic Trust to restore and operate some of their ships."

"Police forces are contacting them — and in Jersey RNXS personnel have been recruited to form the States Coast Watch organisation."

'I hope we will see them reappearing in many corners of naval business'

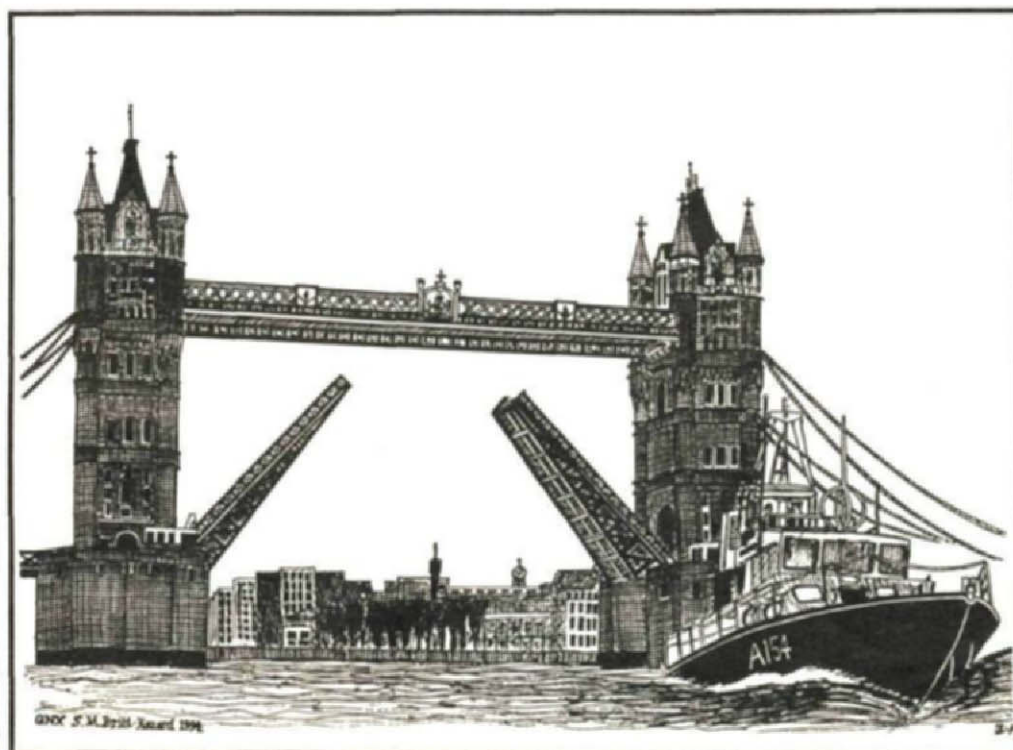
"So their talents are fully recognised by people other than us — but it is a sad day that they are passing and although they are formally disbanded this Spring they will certainly not be forgotten."

"I hope we will see them reappearing in many corners of naval business."

To mark their own disbandment the London Unit RNXS held a dinner at HMS President attended by Second Sea Lord Vice-Admiral Sir Michael Layard — who unveiled an RNXS commemorative plaque on the gangway and carried out a full inspection of the unit.

Other ceremonies around the country included a last ceremonial entry into Devonport by XSV Loyal Chancellor and XSV Express, whose familiar black hulls and grey upperworks have been familiar to all afloat along the South Coast for many years.

● Below: artwork for RNXS London Unit's farewell dinner menu by QNX Steve Britt-Hazard.



Souvenir of Stonehouse



In March 1995 the Royal Naval Hospital at Stonehouse, Plymouth will close its doors on a history of caring for the Fleet and civilians that spans some 231 years.

It was in 1760 that the partially completed hospital for the reception of sick and hurt seamen and marines began to take its first patients and now,

CLOTHES MAKETH THE MAN

Flag Officer Naval Aviation, Rear Admiral Ian Garnett has opened RN air station Prestwick's new clothing complex. Up until now, personnel have had to rely on a "clothing wagon" visiting from HMS Cochrane or face a round-trip of some 160 miles to exchange kit.

Now, due to an increase in manpower and flying activities at Gannet, the Stores department has managed to enhance its support with this new complex which supplies all flying, specialist and uniform clothing.

In the final year of its life, it is intended to compile a pictorial biography of the hospital's history and architecture.

There will be those who are grateful to naval surgeons and nurses for their care and expertise many of whom may hold photographs or material from the two World Wars that would be suitable for inclusion in the biography.

Once completed, it is hoped that a souvenir booklet of

photographs will be made available for purchase to commemorate the last 230 years.

Should anyone have material which may be of interest, the Commander of RNH Stonehouse would be grateful for the loan of it for inclusion. Queries should be directed to the hospital on 0752 273308 (RNH(P) ext. 3308 — CPOMA Evans).

● Left: Life on the wards at RNH Stonehouse between the wars.

Flying start for helo support

The commissioning ceremony of the new Defence Helicopter Support Authority at RN air station Yeovilton took place last month.

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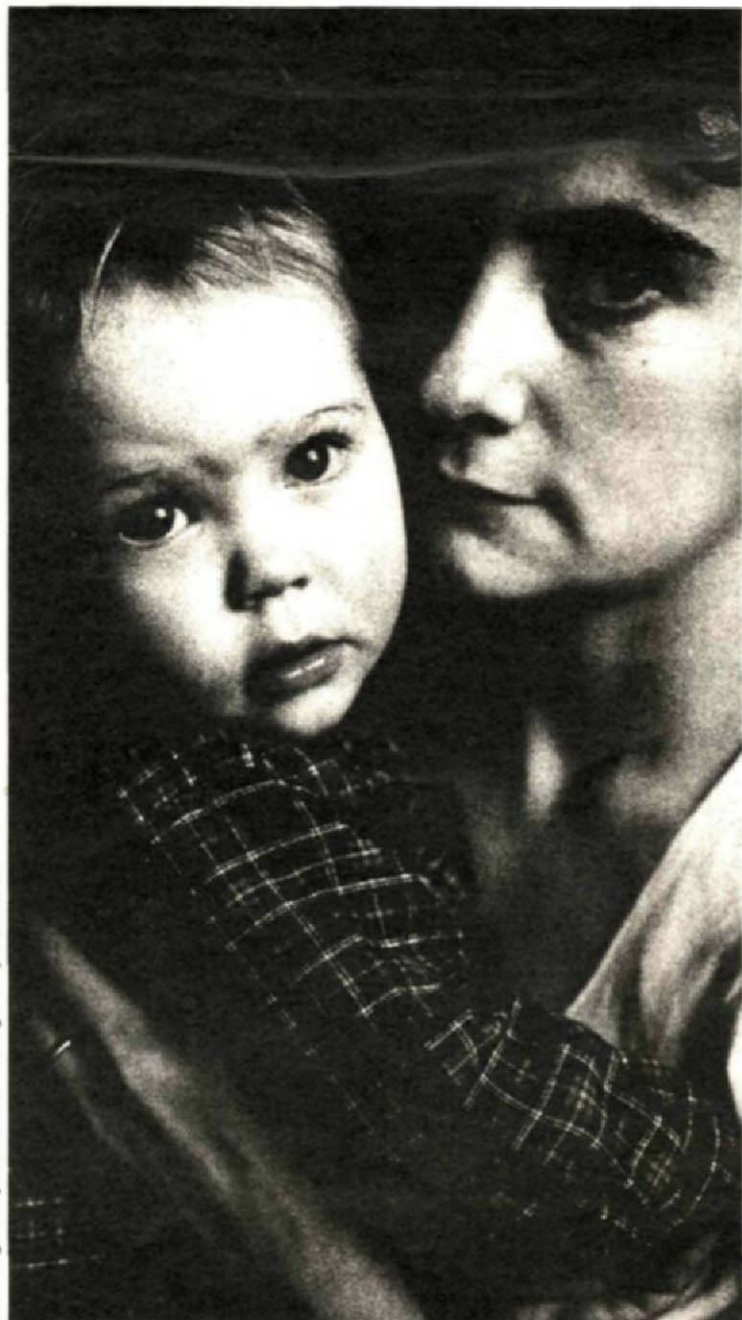
Line management of this new organisation will fall to the Navy's Chief of Fleet Support.

Marines make — a pit stop —

At a ceremony at Cleveland Potash, Boulby Mine, Mr Alan Darvill (ex-Royal Marine and event co-ordinator) presented mining manager Frank Chilton with an official Guinness Book of Records certificate.

A team of Royal Marines had, earlier in the year, abseiled 3,627 feet down the working shaft of the mine to set a new world record.

Also pictured at the ceremony are Cpl Eric Bristow (abseiler, DRORM), Lt Phil Armstrong (abseiler, Regional Careers North), Lt Col George, CSgt John Cater (abseiler, HQRM) and CSgt John Clare (ML1, Cdo Log Regt).



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Selector's aims tried and tested

Unfortunately, due to Navy News deadlines, *Leprechaun's* report this month was submitted before the Army Navy match (26 March) had been played — but that match and the RAF game (13 April) will be fully reported next month.

At the start of the season RN rugby selector Jeff Blackett told *Leprechaun* and Navy News (November 93) that he would produce a side for Twickenham which would know how to win and also play with pride and passion. The first aim, he said, would give the RNRU a realistic chance of achieving his second aim of beating the Army and the RAF.

Well, if the last four matches before Twickenham are anything to go by then he has certainly achieved that first aim and he now hopes that by the time you read Navy News he will have achieved the first part of the second aim.

Opposition

Avid Navy rugby followers will have watched, or noted in the national press, that the RN won the last four warm-up matches before the Inter Service tournament — three against very strong opposition and all played with considerable style.

After losing to Civil Service in early February several selection changes improved the team to such an extent that they completely overran a strong Surrey XV at the Esher ground by 28-12. On a cold evening with a slippery ball and heavy ground the Navy produced a sparkling display of open rugby which defied the elements.

Some excellent handling throughout the team was capped by a dynamic performance from the back row of Steve Jones, Bob Armstrong and Corin Palmer, with Craig White (right wing) and Dave Honey (loose head prop) making impressive debuts. Tries were scored by Armstrong (2), Dave Oakley (centre) and Jamie Coulton (full back) who also added a conversion and two penalties. Surrey could only reply with four penalties.

The next match, at the Rectory, was against a full strength Cornwall XV who were still smarting from their defeat in the semi-finals of the County Championship. Cornwall relied on a very big set of forwards, but they were no match for the Navy who gave an even more impressive all round performance than against Surrey.

Tries by John Kaye (fly half), pouncing on a handling mistake from the opposition, and Mike Jarrett (centre), rounding off a blistering handling attack, were improved by a conversion and penalty from Coulton to give the Navy a 15-0 lead after 60 minutes.

Cornwall piled on the pressure for the last 20 minutes but were resisted by some outstanding tackling. Their pressure finally produced a consolation try from a close in blindside move, but the Navy ran out 15-5 winners. Unfortunately Wallace Lee (tight head prop) suffered severely bruised ribs and, having given such good service throughout the season, missed the final selection for Twickenham.

A week later the RN side, weakened by injury, went to Division 5 promotion-chasing Lydney. This was a lacklustre performance by the Navy side which looked jaded after the previous victories but, nevertheless, hung on to win 11-9. A try by "man of the match" Harry Harrison (lock) after a drive from 10 yards and two penalties by Coulton made up the Navy's points.

The best performance of the warm-up series was left to last when the Navy beat First Division Bristol 28-10. All eight forwards were impressive as they were in rampant form with some magnificent driving mauls, hard rucking and close handling. Although the backs were not as sparkling as they have been they produced some moments to savour. The whole side tackled with great determination and as the final whistle sounded there was a buzz of confidence throughout the team.

Potential

Tries were scored by Dale Cross (lock), Buster Brown (wing) — after a dazzling run from the half-way line — and Bob Armstrong with Gerry Price (fly half) landing two conversions and three penalties to complete the scoring. Bristol, who were short of several first choice players but were nevertheless a strong side, replied with two well worked tries; but they were never allowed to play to their full potential.

After the game the President RNRU, Rear Admiral Mike Grettton (COMUKTG), announced an unchanged team to play the Army. It included eight new caps, and all Navy supporters will be pleased that the squad has nine players from US Portsmouth and Devonport Services. The team for the Inter Services tournament is: Coulton, White, Oakley, Jarrett, Brown, Price, Livingstone, Armstrong, Jones (captain), Palmer, Cross, Harrison, Gaye, Clay, Honey. Replacements: Burden, Eyre, Morgan, Emery, Readwin, Dixon.

Olympic track christened

RN exchange officer Lt Cdr Bob Chapman is continuing to make a mark on athletics in Australia. Currently serving on the Staff of Naval Support Command HQ in Sydney city centre, he is making the most of life in the sun.

At the brand new Sydney International Athletics Arena on the Olympics 2000 site at Homebush Bay he recently took two state (New South Wales) veteran athletics titles. These were the 1,500m in 4 minutes 22 seconds (a slow, tactical race) and the 5,000m in 15:50, in which he was 10 seconds faster than the second runner home.



BRAVE HAS A BALL

Spot the ball... it's not as obvious as it first appears. The Navy football coach recently selected two ratings from HMS Brave to play in the match against Devon and both gloried in the surname Ball.

Martin Ball (left) played in the midfield and proved a handful for the Devon back four throughout the game. Andrew Ball (right) was brought on as a substitute with the score standing at 1-1.

With just 25 minutes of the match remaining he put the Navy in front only five

minutes after coming on, scoring with a low drive from a poorly cleared corner. Not content with that, the 17-year-old super-sub pounced on a goalkeeping error to slot in a second and round off a 3-1 Navy win.

Fortune Favours the Brave — as the ship's motto has it — and it certainly favoured her football team. Whilst at Portland, they took on Portland FC, a semi-professional team playing in the Beazer Homes League.

Portland were 1-0 up at half-time and feeling confident. However, Brave team

manager AB Pete Lumsden gave his side a stiff talking to and they retook the field in determined mood.

AEM Dixie Dean equalised for HMS Brave in the 63rd minute and as the team kept working hard LMEM Bomber Wells sealed their victory with a fine individual goal.

Lumsden said self-discipline and determination had seen the underdogs through and added "this was exactly the preparation we needed for the third round of the Mids Ships Cup".

Picture: Sunday Independent

A PLACE IN THE FINAL

The Navy travelled to Backwell to meet Somerset in the third match in the South West Counties Cup. Both sides had early opportunities but, there was no score at half-time, writes Lt Cdr Jim Danks.

After a good team talk, the Navy came out with renewed vigour and were rewarded with two goals in the first ten minutes. Following a free kick by POPT Eric Barrett on the left, the ball looked to be going out of play, when CPO Will Flint stopped it and crossed into the centre. Haigh was in the right place to head home from close range. After Nigel Thwaites had a 25-yard shot saved by Brain in the Somerset goal, Chris Long scored from the edge of the area to make it 2-0.

With this lead, the Navy settled down and continued to play some good football. Somerset were keen to reduce the lead and nearly did so in the 63rd minute when Ward brought a fine fingertip save from White in the Navy goal.

This was to be their last chance and with Chris Fairry and Steve Riley in commanding form in the heart of the Navy defence, the game ended with the Navy in command and well worth their 2-0 victory. This victory secures them a place in the Championship Final as winners of their group, with the match against Gloucestershire County FA still to be played at Fairford.

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The Army defeated the Navy by 3-0 in the first match of this year's Inter Services Competition — a result which was not a true reflection on the pressure and chances the Navy exerted on the Army defence. Sgt Nigel Wiscombe, the Army goalkeeper, was in outstanding form and was made Man of the Match by Gary Stephens, the ex-Spurs and England player.

The Army got a dream start when a rare mistake by MEM Jason White in the Navy goal

allowed a speculative lob from Sgt Steve Bates to pass over his head and into the net in the third minute. The Navy nearly equalised a minute later when from a well worked free kick, Nigel Thwaites shot, only to see Wiscombe bring off the first of many excellent saves.

It was the Army who against the run of play increased their lead in the 22nd minute. POPT Steve Riley was adjudged to have tripped Sgt Alan Higgins, whose dive convinced the referee to award a penalty. Higgins converted this despite a valiant effort from White who got a hand to the ball.

On the half hour, the Navy spurned another good chance when Steve Riley, so deadly with his head, headed over the bar from a corner. Wiscombe frustrated Long with another good save and after Haigh and Steve Johnson combined well, Higgins cleared Johnson's shot off the line.

The second half followed much the same pattern as the first. In the 50th minute Thwaites saw his shot saved by Wiscombe and the ball was cleared from the resultant corner. The Navy kept up the pressure and after Steve Johnson had seen his hard shot partially cleared, it fell to Mne David Gray who shot from 30 yards and was disappointed to see Wiscombe tip the ball away from the top left hand corner for his best save of the night. This denied Gray a goal on his debut for the Navy in the Inter Services.

Benson and Quirke were brought on for the Navy, but it was Brown who added a third for the Army with five minutes remaining, who had the final say.

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On a bitterly cold and windy evening, the Navy saw their chance of a part share in the Inter Services title blown away by a determined RAF team who also ran out victors by 3-0. With the wind behind them, the Navy pressed forward with

Thwaites, Long and Flint prominent in early goal scoring attempts. The RAF should have taken the lead in the 26th minute when following a good cross from Taylor, Tapp headed over the bar.

A long throw-in by Willetts gave Thwaites another chance but the RAF were quick to see the danger and the ball was cleared. With half-time approaching, Taylor collected the ball half-way into the Navy half and ran to the bye-line before crossing into the goalmouth where McGuire headed and excellent goal, giving the Navy keeper no chance.

The RAF increased their lead in the third minute of the second half following a dreadful mistake by King in the Navy goal. Instead of clearing upfield, he sent his clearance to McGuire whose shot was saved by Gray and then Steve Thompson netted from close range.

King was in almost constant action as he denied Tapp and Thompson further chances. Sgt Bonner, the RAF goalkeeper, nearly scored when his long clearance was helped on by the wind, only an acrobatic save from King prevented a third goal.

The RAF sealed their comprehensive victory when Thompson's goal completed a disastrous evening for the Navy. It was a disappointing performance by the team especially after their promising display against the Army and a disappointment for CPOPT John Gwynn, who after an illustrious playing career for the Navy and Combined Services was managing the team for the last time in an Inter Services competition.

After the match the First Sea Lord, Admiral Sir Benjamin Bathurst, presented the Cassar Cup to Sgt Hancock, the delighted RAF captain.

The RAF are at home to the Army in the last match of the competition and appear to have their best chance of secur-

ing the Constantinople Cup since 1984.

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In the Kentish Cup Competition the Combined Services travelled to Leuven in Belgium and defeated the Belgian Armed Forces on a frosty pitch with a layer of snow by 4 goals to 2 in a very impressive performance. The Navy were represented by POPT Steve Riley, LAEM Nigel Thwaites and LWTR Paul Benson.

Benson came on as substitute and laid on a goal for Thwaites who was injured while scoring. Earlier the Combined Services had recovered from being 2-0 down in 10 minutes, with Riley scoring just before half-time. An own goal and a fine header from Sig Strouts ensured a victory and this was helped when Micky Taylor saved a penalty with the score 3-2 in favour of the Combined Services.

On March 1st, the Netherlands Armed Forces visited Aldershot with a side full of players with First Division experience in Holland. They gave a fine display of attacking football. They took an early lead in the 13th minute through Quaden, and despite much good work from Maynard, well supported by Riley and Strouts, they held on to their lead at half-time.

On the hour the Dutch scored their second when their Under 21 international Bond crossed for their skipper Buimer to net from close range.

The winners of the Cup will be decided when the Netherlands entertain the Belgians at Breda on the April 20.

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The Army defeated the Navy by 2-0 in the Inter Services Youth Competition.

The Navy were well represented in the Combined Services team which played the FA Colts XI and although the Services team lost by 5-1 they gave a good account of themselves and AB Avery scored their goal direct from a corner.

Game for polo?

Since its introduction to this country in 1871 polo has been associated with the Salisbury Plain area and soldiers who have trained and worked there. The first polo in Tidworth, a tournament of ten teams, was organised in 1899.

Nearly a century later Tidworth Polo Club is looking forward to another season of exciting sport.

One of the annual highlights is the visit of Prince Charles to compete for the Rundle Cup in the Royal Navy v Army challenge match. Traditionally this day sees some excellent international polo, with first class players also competing for the Indian Cavalry Association Trophy and the Douglas Nugent Cup. This year there will be a match between a Combined Services team and the Pakistani Army.

Tidworth Polo Club owns several ponies which are hired out to playing members. Although the club historically has enjoyed a strong military patronage, civilian membership is growing and actively encouraged and new members are always welcome.

The full annual adult membership fee is £200 (£20 for non-players), but there are special reduced rates for Service personnel, dependants and ex-military post 1962. These range from £30 for members of the lower deck and midshipmen to £110 for captains and above. For more information contact the club secretary on 0980 45705.

Entry to polo matches throughout the season is free, with the exception of the Rundle Cup on July 23 when a charge of £15 per car will be made.

Highlights of the season for the Royal Navy include — April 4-5 Navy beginners course; 24 Rhinefield v RN, May 11 RN v Malta; 21 RN v Eton, June 4 and 6 Combined Services PA Tournament; 11 and 12 Navy weekend; 19 RN v RAF; July 23 Rundle Cup; August 27 and 28 RN v Lloyds.



Sport



Rooke's sporting heroes

Having been named the evening before as HMS Rooke's sporting personalities of 1993, this smiling septet of staff and winners agreed to pose in the sunshine of No. 4 Dock, home of PT and adventurous training in Gibraltar.

Sports Personality, the most coveted award, went to PO Tony MacIntyre for overall dedication and prowess (front row, left). LNN Jane Foster (front right) took the Sports Woman title, having impressed the judges with her overall fitness and ability to motivate others.

PO Rob McTaggart (with golf club) took the Sports Man trophy — he apparently works shifts and plays sport alter-

nately, totally dispensing with sleep!

Mrs Sue Taylor (in red) was named Sports Wife of the Year in recognition of her work as an athletics coach and her own prowess as an athlete.

Staff in the picture are POPT Doug Wylie (back row left), Acting POPT Brian Hayes (back right) and LWPT Steph Groves (centre front).

Picture: SAC Jules Hague

Medallists all

RN Masters swimmers opened their 1994 season with a trip to Weymouth for the Weyport Valentine Masters event. Drawn from the Portsmouth and Portland areas, the squad enjoyed a successful meet.

The Southern Counties Open Long Course Masters Championships, providing a sterner test, followed at Crystal Palace. Unfortunately, only six RN masters could compete.

But the half dozen made their presence felt. John Harrison (80-84 years) took first in 50m freestyle and second in 50m backstroke. Len Audritt (70-74) was first in 50m breaststroke and second in 50m butterfly. Geoff Bishop (55-59) was second in 50m and third in 100m breaststroke. And Baz Blanden (51-54) was third in 100m freestyle.

The over 240 years medley relay squad — Pete Stephens, Audritt, Bishop and Ron Kimber — also claimed bronze, meaning all RN swimmers came away with medals.

John Harrison is the first RN Masters swimmer to compete in the 80-84 years age group. The squad as a whole is strong and high hopes are held for the season, particularly in the upper age group relays.

Last year the team took GB and European records in both over-280 year relays, although the European has since fallen to the Swedes. The RN Masters are now out to snatch it back again.

Anyone interested in joining the squad should ring Ron Kimber on 0329 281287.

HULL TOUR

On their annual two-day trip to Hull rugby players drawn from HMS Collingwood's 1st, 2nd and 3rd XVs beat Hornsea RFC 12-10 and Hullsians 5-3. The party of 30 thoroughly enjoyed the trip and the exceptional hospitality shown throughout.

Having a lang lauf.

"Bend zee knees" — advice from countless ski instructors to countless beginners also holds good for Miss Globe and Laurel, Amanda Johnson, as she places herself in the care of Sgt Ed Wilson.

Amanda was visiting 42 Commando in North Norway, where the unit has been undergoing Arctic training and preparing for the annual NATO Exercise held in northern Norway for the past 25 years.

Meanwhile, WO2 Phil Shuttleworth (below) found the weather conditions and terrain rather less hostile on the sports field at Whale Island. But the snow cover was sufficient to allow him to keep his skiing skills up to scratch.

Extensive building work has been undertaken on the island and HMS Excellent recommissioned last month.



Student tourney

Hosted by Liverpool, the annual University Royal Naval Units sports tournament was put in jeopardy by heavy snow, but short notice changes allowed an afternoon of hockey on all-weather pitches and five-a-side football.

All eight units were represented, but both finals were contested by Glasgow and Southampton. Capt. Carson, Naval Regional Officer North East, presented the hockey trophy to Southampton and the five-a-side cup to Glasgow.

A major social was held for

all the teams in the evening, when talk was already of next year's tournament. There will be 14 units to compete in '95.

Pictured looking resigned are Glasgow and Strathclyde's hockey team — they lost on flick penalties to Southampton.

CRICKET

Royal Navy Under 25 cricket gets under way with a trials/coaching weekend at Portsmouth on April 22-24.

The trials weekend is a vital start towards representative cricket in the Royal Navy and there follow a considerable number of fixtures through the season. However, even if you are unable to make the weekend do make contact to discuss your experience/availability.

A tour to Guernsey is also being included in the fixture list. An early indication of availability will help ensure success.

A scorer is required for the season — an important if unsung role.

Those interested should contact either Lt Cdr David Dalton 0705 561413 or WOVTR John Stych Portsmouth Naval Base Ext 27520.

Excellent return for future investment

Sailors on parade at Whale Island enjoyed an "Excellent" day when the establishment was re-commissioned last month.

The ceremony was performed by CINCPACVHOMER Admiral Sir John Kerr and the same commissioning pennant flown at the decommissioning of HMS Excellent in 1985 was used again.

Other guests included the Bishop of Portsmouth, the Right Reverend Timothy Bavin, the Lord Mayor of Portsmouth, Cllr Alex Bentley, and a representative of the Queen's Regiment, which has traditional links with HMS Excellent.

Command Field Gun

The revival of one of the most famous names in British naval history marks the transformation of Whale Island in Portsmouth into the Navy's latest purpose-built modern naval general training establishment.

The new HMS Excellent comprises the RN School of Leadership and Management, the Phoenix NBCD School, The RN Regulating School, the RN Military Training School and the headquarters of the Portsmouth Command Field Gun. There are also a number of "lodger units" on the island including the harbour training ship HMS Bristol, the RN Drug and Alcohol Education Unit and the Royal Marines Globe and Laurel production team.

The RNR Solent Training centre moves into Fraser Building this month and the new RM headquarters is due for completion by the end of the year.

In addition to re-commissioning HMS Excellent, St Barbara's Church, the Navy's first church to be shared by all denominations, was blessed following its programme of renovation and enhancement.



Frigate's capital effort

The Type 22 frigate HMS London has just entered a refit period in Devonport at the end of her first commission.

Launched in 1984 the ship entered service with the First Frigate Squadron in 1987, becoming operational in 1988, and since then she has steamed 266,000 nautical miles, travelled as far north as Bear Island in the Arctic Circle, to Mumbai in the south, to Singapore in the east and Florida in the west.

Deployments have been regular with three periods on Armilla patrol, including duties as Flag Ship to the Senior Naval Officer Middle East (SNAME) during Operation Desert Storm, a WESTLANT deployment and, most recently, operations in the Adriatic as part of the UK Task Group.

To mark the end of this busy first operational period the commanding officers of HMS London since 1987 were entertained on board when the ship was in Devonport.

The present CO Capt Tim McClement summed up perfectly his feelings about his service with the ship by quoting Samuel Johnson. "If a man is tired of London, he is tired of life," he said, "for in London there is all that life affords."

The ship will remain in dockyard hands for the remainder of the year before resuming operational duties in 1995.

Glasgow completes her Gulf patrol

A warm welcome awaited the Type 42 destroyer HMS Glasgow when she returned to Portsmouth having completed a five month deployment to the Far East and Persian Gulf.

As she sailed into Portsmouth to the sound of drums and pipers embarked

from her affiliated Scottish regiment her Lynx helicopter provided a flying display for the 400 families and friends waiting on the jetty for her arrival.

Since the ship sailed last November she has covered 25,000 miles, visiting Gibraltar, Crete, Egypt, Sri Lanka, Malaysia, Bahrain, Saudi Arabia, Dubai and Cyprus.

UN sanctions

The main focus of the deployment was her two months spent patrolling in support of UN sanctions in the Gulf. HMS Glasgow carried out boarding operations on merchant vessels as well as acting as a safeguard for British ships in the area.

Throughout her time away Glasgow operated on and off with most ships from the US, French, Italian, Malaysian, Saudi and, most significantly, Russian navies as well as meeting up with HM ships Cornwall and Cumberland and several British auxiliaries.

Liverpool is sick to her stomach

Several days after returning from Gibraltar after an outbreak of meningitis the ship's company of HMS Liverpool have been laid low by gastroenteritis.

The Type 42 destroyer was forced to remain at sea off Portsmouth after four ratings were taken ill with meningitis while the ship was in the Mediterranean.

When the ship was eventually allowed to come alongside in the naval base 17 personnel were struck down by gastroenteritis caused by contaminated water.

During periods in company with other ships full opportunities were taken to exchange personnel for a short while, with Glasgow's men and women relishing the chance to see how other navies operate.

Nearly all spent time in a foreign ship with over 20 exchange opportunities during the four and a half month trip.

En route back to the UK the ship also made a further piece of history by becoming the first

British warship to visit the Egyptian Red Sea port of Safage for over 25 years. Some 80 personnel were able to view the Valley of the Kings and the ancient historical city of Luxor on an overnight visit and returned enthused at the spectacle.

After a short but busy period of leave and maintenance the ship will embark 25 Officer Cadets from BRNC Dartmouth in May for their first taste of life at sea.

Prince turns on scanner

The Prince of Wales visited RNH Haslar, Gosport, last month to open a £1 million body scanner.

After meeting Haslar's medical officer-in-command Surg Capt Ian Jenkins, the hospital's executive officer Cdr Martin Marks and the Senior Nursing Officer Christine Poole he toured the hospital and officially switched on the new Magnetic Resonance Imaging (MRI) Scanner.

Russians tour naval base



The First Deputy Commander-in-Chief of the Russian Navy, Admiral Igor Vladimirovich Kasatonov, visiting Britain to attend the Oceanology International 94 exhibition and conference, has also paid an informal visit to Portsmouth naval base.

After discussions with FOSF, Vice Admiral Mike Boyce, the Admiral visited the new Type 23 frigate HMS Westminster and the aircraft carrier HMS Invincible, recently returned from duties in the Adriatic.

Later that day he toured the Royal Navy Museum and HMS Victory before visiting the Commandant General Royal Marines Lt Gen R J Ross.

Pictured above with FOSF Vice Admiral Boyce are Captain First Rank A Antrapov, assistant naval attaché, Russian Federation Embassy, London, Admiral Igor Vladimirovich Kasatonov, First Deputy Commander in Chief of the Russian Navy and Lt Gen Pronin, defence and military attaché.



On top of the world

First Navy man to climb Everest is Lt Steve Bell, RMR — seen here at the happy conclusion of his third attempt on the world's highest peak.

Steve, who completed a Short Service Commission with the Royal Marines in 1987, is today a director of a Bristol-based expedition and trekking company, Himalayan Kingdoms Ltd.

His earlier attempts, in 1988 and 1992 were made with the British Services teams. This time he was leading a party of paying clients.

